

















HISTORY  
OF  
ST. CLAIR COUNTY,  
MICHIGAN,

CONTAINING

AN ACCOUNT OF ITS SETTLEMENT, GROWTH, DEVELOPMENT AND RESOURCES; AN EXTENSIVE  
SKETCH OF ITS CITIES, TOWNS AND VILLAGES—THEIR IMPROVEMENTS, INDUSTRIES,  
MANUFACTORIES, CHURCHES, SCHOOLS AND SOCIETIES; ITS WAR RECORD,  
BIOGRAPHICAL SKETCHES, PORTRAITS OF PROMINENT MEN AND  
EARLY SETTLERS; THE WHOLE PRECEDED BY A  
HISTORY OF MICHIGAN, AND STATISTICS  
OF THE STATE.

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# PREFACE.

IN these pages an effort has been made to treat the history of the county in a full and impartial manner. With the exception of the first chapters—a concise history of Michigan—the work is distinctively local. The story of the French and American pioneers is very fully treated; so also is that of the old and new settlers of the county.

The biographical history has been compiled from the most certain sources.

A large sum of money, much labor and time have been expended on this section of the work. Even after the notes were made by the township historians, they were rewritten, submitted in many instances, again placed on the type-writer, and mailed for revision and approval to the parties interested.

The plan adopted in the arrangement of subjects and the minuteness of description pursued render the work a most valuable record book. All things relating to the State are dealt with in the chapters of Michigan history, which form, as it were, an introduction to the general history of the county. The latter is carried down from the earliest times, treating fully and impartially every item of interest connected with the county. In searching old documents and French pamphlets, the writer arrived at new facts which, on account of their connection with the St. Clair region, are introduced into the history of the county, rather than into that of the State.

The reminiscences of early settlement were compiled from writings in possession of the Pioneer Society, or from facts related by old settlers. The papers by Mrs. B. C. Farrand, Rev. O. C. Thompson, Moses F. Carleton, Samuel Carleton, William Grace, Judge W. T. Mitchell, Dr. Taylor, U. S. A., and Aura P. Stewart were of material assistance; while the offices of the County Clerk and the Register of Deeds yielded up a mine of facts of great value. The introduction of anecdotes is to the personal history of the county just as important as that of legends is to the general history, and on that account they find a place in this work.

To the members of the Historical Committee of the Pioneer Society, and also to the editors of the *Times*, *Commercial* and *St. Clair Republican*, all of whom placed the files of their journals at our disposal, we desire to extend our sincere thanks for the material aid rendered us in the compilation of this work. The manuscript-copy of the general history was submitted to the Committee early in September, 1882, and on the 29th of that month the work of correcting errors in dates, names and events was completed.

Throughout the pages of the general history, a desire to deal fully and fairly with the subject cannot fail to be evident. Regarding township and city history, much has been done toward rendering it a plain story of men and events. While the general history of the county contains almost every important item of township history, there are many facts and names, so identified with the townships, as to necessitate a sketch of each division of the county. In the compilation of such sketches, official records were solely relied upon, for the reason that in the accompanying biographies, the most interesting facts are brought to light, founded on the authority of the persons concerned.

WESTERN HISTORICAL COMPANY.

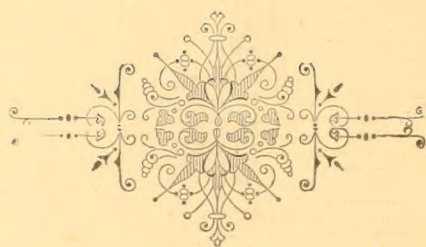
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**ST. CLAIR**  
**COUNTY**  
**MICH.**  
1883





# HISTORY OF MICHIGAN.

## CHAPTER I.

### THE ABORIGINES.

Scientists have ascribed to the Mound Builders varied origins, and though their divergence of opinion may, for a time, seem incompatible with a thorough investigation of the subject, and tend to a confusion of ideas, no doubt whatever may exist as to the comparative accuracy of conclusions arrived at by a few of the investigators. Like the vexed questions of the *Pillar Towers* and *Garden Bels*, it has caused much speculation, and elicited opinions from so many antiquarians, ethnologists, and travelers, that little remains to be known of the prehistoric peoples of America. That this continent is co-existent with the world of the ancients can not be questioned. Every investigation, made under the auspices of modern civilization confirms the fact and leaves no channel open through which the skeptic can escape the thorough refutation of his opinions. China, with its numerous living testimonials of antiquity, with its ancient, though limited, literature and its Babelish superstitions, claims a continuous history from antediluvian times: but although its continuity may be denied with every just reason, there is nothing to prevent the transmission of a hieroglyphic record of its history prior to 1659 Anno Mundi, since many traces of its early settlement survived the Deluge, and became sacred objects of the first historical epoch. This very survival of a record, such as that of which the Chinese boast, is not at variance with the descents of a God who made and ruled the universe: but that an antediluvian people inhabited this continent, will not be claimed; because it is not probable, though it may be possible, that a settlement in a land which may be considered a portion of the Asiatic continent, was effected by the immediate followers of the first progenitors of the human race. Therefore, on entering the study of the ancient people who raised those tumulus monuments over large tracts of the country, it will be just sufficient to wander back to that time when the floodgates of heaven were swung open to hurl destruction on a wicked world; and in doing so the inquiry must be based on legendary, or rather upon many circumstantial evidences: for, so far as written narrative extends, there is nothing to show that a movement of people too far east resulted in a western settlement.

## THE FIRST IMMIGRATION.

The first and most probable sources in which the origin of the Builders must be sought, are those countries lying along the eastern coast of Asia, which doubtless at that time stretched far beyond its present limits, and presented a continuous shore from Lapatka to Point Camrodia, holding a population comparatively civilized, and all professing some elementary form of Boodhism of later days. Those peoples, like the Chinese of the present, were bound to live at home, and probably observed that law until after the confusion of languages and the dispersion of the builders of Babel, in 1757, A. M.; but subsequently, within the following century, the old Mongolians, like the new, crossed the great ocean in the very paths taken by the present representatives of the race, arrived on the same shores, which now extend a very questionable hospitality to them, and entered at once upon the colonization of the country south and east, while the Caucasian race engaged in a similar movement of exploration and colonization over what may be justly termed the western extension of Asia, and both peoples growing stalwart under the change, attained a moral and physical eminence to which they never could lay claim under the tropical sun which shed its beams upon the cradle of the human race.

That mysterious people who, like the Brahmins of to-day, worshipped some transitory deity, and in after years, evidently embraced the idealization of Boodhism, as preached in Mongolia early in the thirty-fifth century of the world, together with acquiring the learning of the Confucian and Pythagorean schools of the same period, spread all over the land, and in their numerous settlements erected these raths, or mounds, and sacrificial altars whereon they received their peroidical visiting gods, surrendered their bodies to natural absorption or annihilation, and watched for the return of some transmigrated soul, the while adoring the universe, which with beings they believed would be eternally existent. They possessed religious orders corresponding, in external show at least, with the Essenes or Therapute of the pre-Christian and Christian epochs, and to the reformed Therapute or monks of the present. Every memento of their coming and their stay which has descended to us is an evidence of their civilized condition. The free copper found within the tumuli: the open veins of the Superior and Iron Mountain copper mines, with all the *modus operandi* of ancient mining, such as ladders, levers, chisels and hammer-heads, discovered by the French explorers of the Northwest and Mississippi, are conclusive proofs that those prehistoric people were highly civilized, and that many flourishing colonies were spread throughout the Mississippi Valley, while yet the mammoth, the mastodon, and a hundred other animals, now only known by their gigantic fossil remains, guarded the eastern shore of the continent, as it were, against supposed invasions of the Tower Builders who went west from Babel; while yet the beautiful isles of the Antilles formed an integral portion of this continent, long years



before the European Northern dreamed of setting forth to the discovery of Greenland and the northern isles, and certainly at a time when all that portion of America north of 45 deg. was an ice-incumbered waste.

Within the last few years great advances have been made toward the discovery of antiquities whether pertaining to remains of organic or inorganic nature. Fossiliferous with many small but telling relics of the early inhabitants of the country, the fossils of primitive animals have been now and then found from end to end of the land, and in districts, too, long pronounced by geologists of some reputation to be without even a vestige of vertebrate fossils. Among the collected souvenirs of an age about which so very little is known, are twenty-five vertebræ averaging thirteen inches in diameter, and three vertabræ, ossified together measuring nine cubical feet; a thigh-bone five feet long by twenty-eight in diameter, and the skull fourteen by eight inches thick, the entire lot weighing 600 pounds. These fossils are presumed to belong to the great ice period when the Dinosaur roamed over the country from east to west, desolating the villages of the people. This animal is said to be sixty feet long, and when feeding in cypress and palm forests, to extend himself eighty-five feet, so that he may devour the budding tops of those great trees. Other efforts in this direction may lead to great results, and culminate probably in the discovery of a tablet engraved by some learned Mound Builder, describing, in the ancient hieroglyphics of China, all those men and beasts whose history excites so much speculation. The identity of the Mound Builders with the Mongolians might lead us to hope for such a consummation; nor is it beyond the range of probability, particularly in this practical age, to find the future of some industrious antiquarian required by the inspection of a tablet written in the Tartar characters of 1700 years ago, bearing on a subject which can now be treated only on a purely circumstantial basis.

#### THE SECOND IMMIGRATION

may have begun a few centuries prior to the Christian era, and unlike the former expedition or expeditions, to have traversed northeastern Asia, to its Arctic regions, and then east to the narrow channel now known as Bering's Straits, which they crossed, and sailing up the unchanging Yukon, settled under the shadow of Mount St. Elias for many years, and pushing south commenced with their conveyance, soon acquiring the characteristics of the descendants of the first colonists. Chinese chronicles tell of such a people, who went north, and were never heard of more. Circumstances conspire to render that particular colony the carrier of a new civilization, and of an alphabetic system of representative character to the ill colonists, and they, doubtless, exercised a most beneficial influence in other respects; because the influx of immigrants of such culture as were the Chinese, even of that remote period, must necessarily bear very favorable results, not only in bringing in reports

of their travels, but also accounts from the fatherland bearing on the latest events.

With the idea of a second and important exodus there are many theorists united, one of whom says: "It is now the generally received opinion that the first inhabitants of America passed over from Asia through these straits."

The Esquimaux of North America, the Samoieds of Asia, and the Laplanders of Europe, are supposed to be of the same family; and this supposition is strengthened by the affinity which exists in their languages. The researches of Humboldt have traced the Mexicans to the vicinity of Behring's Straits; whence it is conjectured, that they, as well as the Peruvians and other tribes, came originally from Asia, and were the Hurignoons, who are, in the Chinese annals, said to have emigrated under Puno, and to have been lost in the north of Siberia."

Since this theory is accepted by most antiquarians, there is every reason to believe that from the discovery of what may be called an overland route to what was then considered an eastern extension of that country which is now known as the "Celestial Empire," many caravans of emigrants passed to their new homes in the land of illimitable possibilities until the way became a well-marked trail over which the Asiatic might travel forward, and having once entered the Elysian fields never entertained an idea of returning. Thus from generation to generation the tide of immigration poured in until the slopes of the Pacific and the banks of the great inland rivers became hives of busy industry. Magnificent cities and monuments were raised at the bidding of the tribal leaders, and populous settlements centered with happy villages, sprung up everywhere in manifestation of the power and wealth and knowledge of the people. The colonizing Caucasian of the historic period walked over this great country on the very ruins of a civilization which a thousand years before eclipsed all that of which he could boast. He walked through the wilderness of the West over buried treasures hidden under the accumulated growth of nature, nor rested until he saw, with great surprise, the remains of ancient pyramids and temples and cities, larger and evidently more beautiful than ancient Egypt could bring forth after its long years of uninterrupted history. The pyramids resemble those of Egypt in exterior form, and in some instances are of larger dimensions. The pyramid of Cholula is square, having each side of its base 1,325 feet in length, and its height about 172 feet. Another pyramid, situated in the north of Vera Cruz, is formed of large blocks of highly polished porphyry, and bears upon its front hieroglyphic inscriptions and curious sculpture. Each side of its square base is eighty-two feet in length, and a flight of fifty-seven steps conducts to its summit, which is sixty-five feet in height. The ruins of Palenque are said to extend twenty miles along the ridge of a mountain, and the remains of an Aztec city near the banks of the river Gila, are spread over more than a square league. Their literature

consisted of hieroglyphics ; but their arithmetical knowledge did not extend further than their calculations by the aid of grains of corn. Yet, notwithstanding all their varied accomplishments, and they were evidently many, their notions of religious duty led to a most demoniac zeal, at once barbarously savage and ferociously cruel. Each visiting god, instead of bringing new life to the people, brought death to thousands ; and their grotesque idols, exposed to drown the sense of the beholders in fear, wrought wretchedness rather than spiritual happiness, until, as some learned and humane Montezumian said, the people never approached these idols without fear, and this fear was the great animating principle, the great religious motive power which sustained the terrible religion. Their altars were sprinkled with blood drawn from their own bodies in large quantities, and on them thousands of human victims were sacrificed in honor of the demons whom they worshipped. The head and heart of every captive taken in war were offered up as a bloody sacrifice to the god of battles, while the victorious legions feasted on the remaining portions of the dead bodies. It has been ascertained that, during the ceremonies attendant on the consecration of two of their temples, the number of prisoners offered up in sacrifice was 12,210 ; while their own legions contributed voluntary victims to the terrible belief in large numbers. Nor did this horrible custom cease immediately after 1521, when Cortez entered the imperial city of the Montezumas ; for, on being driven from it, all his troops who fell into the hands of the native soldiers were subjected to the most terrible and prolonged suffering that could be experienced in this world, and when about to yield up that spirit which is indestructible, were offered in sacrifice, their hearts and heads consecrated, and the victors allowed to feast on the yet warm flesh.

A reference is made here to the period when the Montezumas ruled over Mexico, simply to gain a better idea of the hideous idolatry which took the place of the old Buddhism of the Mount Builders, and doubtless helped in a great measure to give victory to the new-comers, even as the tenets of Mahometanism urged the ignorant followers of the prophet to the conquest of great nations. It was not the faith of the people who built the mounds and the pyramids and the temples, and who, two hundred years before the Christian era, built the great wall of jealous China. No ; rather was it that terrible faith born of the Tartar victory, which carried the great defences of China at the point of the javelin and hatchet, who afterwards marched to the very walls of Rome, under Alaric, and spread over the islands of Polynesia to the Pacific slopes of South America.

#### THE TARTARS

came there, and, like the pure Mongols of Mexico and the Mississippi valley, rose to a state of civilization bordering on that attained by them. Here for centuries the sons of the fierce Tartar race continued to dwell in comparative peace, until the



all-ruling empire took in the whole country from the Pacific to the Atlantic, and peopled the vast territory watered by the Amazon, with a race that was destined to conquer all the peoples of the Orient, and only to fall before the march of the arch-civilizing Caucasian. In course of time these fierce Tartars pushed their settlements northward, and ultimately entered the territories of the Mound Builders, putting to death all who fell within their reach, and causing the survivors of the death-dealing invasion to seek a refuge from the hordes of this semi-barbarous people in the wilds and fastnesses of the North and Northwest. The beautiful country of the Mound Builders was now in the hands of savage invaders, the quiet, industrious people, who raised the temples and pyramids were gone; and the wealth of intelligence and industry accumulating for ages, passed into the possession of a rapacious horde, who could admire it only so far as it offered objects for plunder.

Even in this the invaders were satisfied, and then, having arrived at the height of their ambition, rested on their swords and entered upon the luxury and ease, in the enjoyment of which they were found when the vanguard of European civilization appeared upon the scene. Meantime the southern countries which these adventurers abandoned after having completed their conquests in the North, were soon peopled by hundreds of people, always moving from island to island and ultimately halting amid the ruins of villages deserted by those who, as legends tell, had passed eastward but never returned; and it would scarcely be a matter for surprise if those emigrants were found to be the progenitors of that race found by the Spaniards in 1532, and identical with the Araucanians, Cuenches and Huilliches of to-day.

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## CHAPTER II.

### FRENCH EXPLORATION AND SETTLEMENT.

The fame of Marquette continues to gain strength as days advance. Notwithstanding all his countrymen had written of him, the new Americans continue to inquire into his magnificent career, and to add to the store of information regarding him, already garnered. Rev. Geo. Duffield, of Detroit, is one of his latest biographers, and from his writings on the life of the missionary, we make the following extracts:

Jacques Marquette came late to his fame. Open Davenport's Dictionary of Biography, 1831, "comprising the most eminent characters of all ages, nations and professions," and you will not find even so much as his name. Turn for that name

to the *Cyclopedia of Biography* by Parke Godwin, with a supplement by George Sheppard, A. D. 1872, and you will not find it there, and so with many similar works. Hence we see the need of such an historical society as the present, that one of the greatest and best of the original founders of Michigan may receive his due credit, and be honored with an appropriate memorial.

Marquette was born of an honorable family at Laon, in the north of France, in the year 1637, but the month and day of his birth are not easily found, and I have nowhere seen his portrait. In 1654 he joined the Society of the Jesuits, and in 1656 was sent to the missions in Canada. After the river St. Lawrence and the great lakes had been mapped out, the all-absorbing object of interest with Governor Frontenac Talch, the intendant, and Marquette himself, was to discover and trace from the north the wonderful Mississippi, that DeSoto, the Spaniard, had first seen at the south in 1541. In 1668 (according to Bancroft, III, 152), he repaired to the Chipewas at the Sault to establish the mission of St. Mary, the oldest settlement begun by Europeans within the present limits of the commonwealth of Michigan. On the day of the immaculate conception of the Holy Virgin, in 1673, he received his orders from Frontenac, to accompany Joliet on his long-desired journey. Taking probably the short trail through the woods he found his companion at Point St. Ignace, where, after many remarkable vicissitudes, both in life and death, he was at length to find his grave, where his numerous friends and admirers, both French and Indian, were for so long a time to lose sight of it again, and where a second time he gains his place as one of the founders of Michigan.

Apart from his peculiar mission, which was looked upon by "the Protestant colonies" of New England with anything but favorable eyes; apart from his peculiar dogma of the conception, which has only been officially sanctioned in our day and by the late Pope, there were many things in the life and times of Marquette that, to the lover of biography, make his character as attractive as that of Francis Xavier, "the great apostle of the Indies," or of his still greater master, Ignatius Loyola. The man in these days who can not admire, and even to a certain extent venerate man as man, apart from his more immediate antecedents or local surroundings, has but a very limited and mistaken idea of the well-placed spirit of the age, or the true dignity of human nature. Honor to whom honor is due, is not only a sound maxim, founded on that axiom which is the highest form of justice, but is also in just so many words one of the very first principles of Christianity itself. When I can not give a man credit for *what* he really is, because he belongs to another party than my own, or give him credit for *what* he has *done*, because he belongs to another denomination than my own, I do not to be forgiven for the remainder of my days to a hole in the woods.

The pioneers of our country, no doubt, have had a very hard time of it, and

none more so than my Scotch-Irish ancestors in central Pennsylvania. From the childhood of Daniel Webster down to the present hour, it would argue a very ignorant mind and most unfeeling and ungrateful heart to read the toils and trials and privations endured by men and women in the early settlement of this or any other State; but after all what are the hardships of the early settlers compared with those of Allouez, in 1665, afloat in a frail canoe on the broad expanse of Lake Superior, of Dablon, Marquette, LaSalle, and others of the original explorers?

"Defying the severity of climate," as Bancroft has it, "wading through water or through snows, without the comfort of fire; having no bread but pounded corn, and often no food but the unwholesome moss from the rocks; laboring incessantly, exposed to live, as it were, without nourishment, to sleep without a resting place; to travel far, and always incurring perils; to carry their lives in their hands; or rather daily and oftener than every day, to hold them up as targets, expecting captivity, death from the tomahawk, tortures, fires"—(Bancroft, III., 152.) It seems to me that if there are any two classes of men who should be most cordially linked in closest bonds of sympathy with one another, it is the pioneers and explorers.

Marquette was much more than a religious enthusiast. He was a scholar and a man of science. Having learned within a few years to speak with ease in six different languages, his talents as a linguist were quite remarkable. A subtle element of romance pervaded his character, which not only makes it exceedingly attractive to us in the retrospect, but was no doubt one of the great sources and elements of his power and success among his beloved Ottawas and Hurons, and others of the great Algonquin tribes, who were found in the immediate vicinity of the straits of Michilimackinac. With a fine eye for natural beauty, he was as much delighted with a rapid river, or extended lake, with an old forest or rolling prairie, or a lofty mountain as a Birch, or a Cole, or a Bierstadt. Every one who touches his character seems emulous of adorning it with a new epithet. Parkman speaks of him as "the humble Marquette, who with clasped hands and up-turned eyes, seems a figure evoked from some dim legend of mediæval saintship." Bancroft calls him "the meek, gentle, single-hearted, unpretending, illustrious Marquette."—Vol. III., p. 157. Many call him "the venerated;" all unite in calling him "the good Marquette," and by this last, most simple, but appropriate title he will be the best remembered by the generations yet to come. "A man who was delighted at the happy necessity of exposing his life to bring the word of God" within reach of half a continent deserves that title if any one does. His Catholic eulogist, John Gilman Shea, (*Catholic World*, November, 1877, p. 267.) writes with pardonable pride: "No missionary of that glorious band of Jesuits who in the seventeenth century announced the faith from the Hudson Bay to the lower Mississippi, who



hallowed by their labors and life-blood so many a wild spot now occupied by the busy hives of men, none of them impresses us more in his whole life and career with his piety, sanctity and absolute devotion to God, than Father Marquette. In life he seems to have been looked up to with reverence by the wildest savage, by the rude frontiersman, and by the polished officers of government. When he had passed away, his name and his fame, so marked in the great West, was treasured above that of his fellow-laborers, Menard, Albouez, Nouvel or DuRoielles." May I not add that, most of all other States, his name and his fame should be dear to Michigan?

Such, then, was the man who on the 17th of May, 1673, with the simple outfit of two birch canoes, a supply of smoked meat and Indian corn, and a crew of five men, embarked on what was then known as Lac Des Illinois, now Lake Michigan. June 19th they came to the portage, in Wisconsin, (HLL, 158,) and after carrying their canoes some two miles over marsh and prairie, "he committed himself to the current that was to bear them he knew not whither—perhaps to the Gulf of Mexico, perhaps to the South Sea, or the Gulf of California." June 17, 1673, where now stands Prairie Du Chien, he had found what he sought, "and with a joy that I can not express we steered forth our canoes on the Mississippi or great river." We know that the honor of this discovery is very stoutly contested in favor of LaSalle, but for the present we confidently hold with Parkman (*Discovery of the Great West*, p. 24): "LaSalle discovered the Ohio, and in all probability the Illinois also; but that he discovered the Mississippi has not been proved, nor in the light of the evidence we have, is it likely." In 1846 W. J. A. Bradford, in his notes on the Northwest, says very dogmatically: "Father Hennepin must undoubtedly be considered the discoverer of the Mississippi;" but if the proof of it is only to be established by Hennepin's own narrative, which Parkman describes as a rare monument of brazen mendacity, the proof is still wanting. His famous voyage from the Illinois to the Gulf of Mexico must be considered not only as a falsehood, but a plagiarism.

Fortunately for the fame of Marquette, the true record of his labors was not left to doubtful tradition and the hearsay testimony of Charlevoix. Among the papers some twenty-five years since in the archives of the College of Quebec are documents of the last labors and death of Father Marquette, and of the removal of his remains, prepared for publication by Father Dallanc Marquette's journal of his great expedition, the very map he drew, and a letter left unfinished at the time of his death. So at least says Mr. Shea, and that these documents are to be found in his work on the discovery and exploration of the Mississippi Valley.

Leaving, then, the doubtful narrative of Charlevoix and the romantic page of Bancroft founded upon it, we learn the real story of his death. October 23,

1674, he again left St. Ignace to fulfill a promise to the Kaskaskias in Illinois. December 4th he reached Chicago, hoping to ascend the river, and by a portage reach the Illinois; but the ice had closed the stream and it was too late. A winter march, facing the cutting wind of the prairie was beyond his strength. His two faithful companions erected a log hut home and chapel—the *first dwelling and the first church of the first white settlement of the city*—known for its great misfortune **the world over, the city of Chicago.**

With the opening of Spring the good father again set out, and his last letter notes his progress till the 6th of April, 1675. "Just after Easter he was again stricken by disease (dysentery), and he saw that if he would die in the arms of his brethren" at St. Ignace, he must depart at once. Escorted by the Kaskaskias, who were deeply impressed by his zeal, he reached Lake Michigan, gave orders to his faithful men to launch his canoe, and commenced his adventurous voyage along that still unknown and dangerous shore. His strength, however, failed so much that his men despaired of being able to convey him alive to their journey's end; for in fact he became so weak and so exhausted that he could no longer help himself, nor even stir, and had to be handled and carried like a child. He nevertheless in this state maintained an admirable resignation, joy and gentleness, consoling his beloved companions, and encouraging them to suffer courageously all the hardships of this voyage." "On the eve of his death, which was on Friday, he told them, all radiant with joy, that it would take place on the morrow, and spoke so calmly and collectedly of his death and burial that you would have thought it was another's and not his own.

Thus did he speak to them as they sailed along the lake, till perceiving the mouth of a river, with an eminence on the bank which he thought suited to his burial, he told them that it was the place of his last repose. They wished, however, to pass on, as the weather permitted it and the day was not far advanced; but God raised a contrary wind, which obliged them to return and enter the river which the father had designated.

They then carried him ashore, kindled a little fire and raised a bark cabin for his use, laying him in it with as little discomfort as they could; but they were so depressed by sadness that, as they afterward said, they did not know what they were doing."

Many a time and oft, in my favorite summer home at Mackinac, have I had this whole scene pass before me as in a day-dream from Point Lookout, until last Summer it took the form of accordant rhyme:

I.

Where the gently flowing river merges with the stormy lake,  
Where upon the beach so barren ceaseless billows roll and break,

There the lamp of truth and gladness shone the first on this new world,  
 Guides into the long sought haven and the sweet abode of rest;  
 Here, say ye, one, I end my voyage and my sun goes down at last;  
 Here I make the final traverse, and the part comes not too soon;  
 Let God have "the greater glory," care have I for naught beside,  
 But to bear the blest evangel, Jesus Christ, the crucified.

## II.

Slow and faint into the forest, straight he takes his quiet way,  
 Kneels upon the virgin mosses, prays as he is wont to pray;  
*Nunc dimittis*—then they hear him sweetly sing as ne'er before;  
 Then the angels join in chorus, and Marquette is now no more.  
 This the prayer he leaves behind him, as is said his latest mass—  
 "One day bear me to my mission, at the Pointe of St. Ignace."  
 Entered into rest from labor, where all toils and tempests cease,  
 Every sail outspread and swelling, so he finds the port of peace.

## III.

Once again that spot so sacred hears the sound of human feet,  
 And the gently flowing river sees a strange funereal fleet;  
 'Tis the plumed and painted warriors, of their different tribes the best,  
 Who have met in solemn council to fulfill his last request.  
 Down their cheeks the tears are flowing, for the sainted man of God;  
 Not the bones of dearest kindred dear as those beneath that sod,  
 Reverently the grave they open, call the dear remains their own—  
 Sink them in the running water, cleanse and whiten every bone.  
 Place them gently in the mocock, wrought with woman's choicest skill,  
 From the birch the very whitest, and the deepest colored quill;  
 In the war canoe the largest, to his consecrated tomb,  
 Like a chief who falls in battle, silently they bear him home.

## IV.

Gathers still the sad procession, as the fleet comes slowly nigh,  
 Where the cross above the chapel stands against the northern sky;  
 Every tribe and every hamlet, from the nooks along the shore,  
 Swell the company of mourners, who shall see his face no more.

## V.

Forth then thro' the deepening twilight sounds the service high and clear,  
 And the dark-stoled priests with tapers guide and guard the rustic bier;  
 In the center of the chapel, close by little Huron's wave,  
 Near the tall and stately cedars, Pere Marquette has found his grave.

## VI.

Still I hear the Miserere sounding loud within my soul,  
 Still I hear the De Profundis, with its solemn cadence roll—  
 "For the blood of thy red brother, who shall answer in that day."  
 When before the throne of judgment earth and heaven shall pass away.



When these lines were written I had not seen the narrative of Father Dablon, but a further extract from it will show that there was very little poetic license in them as to the leading facts.

"God did not permit so precious a deposit to remain unhonored and forgotten amid the forests. The Indians called Kiskakons, who have for nearly ten years publicly professed Christianity, in which they were first instructed by Father Marquette, when stationed at La Pointe du St. Esprit, at the extremity of Lake Superior, were hunting last year, not far from Lake Illinois (*i. e.* Michigan), and as they were returning early in the Spring they resolved to pass the tomb of their good father, whom they tenderly loved, and God even gave them the thought of taking his bones and conveying them to our church at the mission of St. Ignatius.

"They accordingly repaired to the spot and deliberated together, resolving to act with their father, as they usually do with those whom they respect. They opened the grave, unrolled the body, and though the flesh and intestines were all dried up, they found it entire, without the skin being injured. This did not prevent their dissecting it according to custom. They washed the bones and dried them in the sun; then putting them neatly in a box of birch bark, they set out to bear them to our house at St. Ignatius.

"The convoy consisted of nearly thirty canoes in excellent order, including even a good number of the Iroquois" (a very ferocious tribe, who were a great terror to other tribes and especially hostile to the Jesuits), "who had joined our Algonquins to honor the ceremony. As they approached our house Father Nouvel, who is superior, went to meet them with Father Pierson, accompanied by all the French and Indians of the place: and having caused the convoy to stop, he made the ordinary interrogations to verify the fact that the body which they bore was really Father Marquette. Then before they landed he intoned the *De Profundis* in sight of the thirty canoes still on the water, and of all the people still on the shore. After this the body was carried to the church, observing all that the ritual prescribes for such ceremonies. It remained exposed under his catafalque all that day, which was Whitsun Monday, the 8th of June, and the next day, when all the funeral honors had been paid to it, *it was deposited in a little vault in the middle of the church, where he reposes as the guardian angel of our Ottawa missions.*"

So far the invaluable record of Dablon. We come now to 1706, when for well-known reasons, for which we can not pause, the Jesuits at St. Ignace broke up their mission, set fire to their house and chapel and returned to Quebec. *What became of the bones of Marquette?* Did they carry them with them to Quebec? No; they left in haste, and fled almost as for their lives. "There is nothing in Canadian registers, which are extensive, full and well preserved." "Charlevoix, who was at Quebec on the return of the missionaries, is silent." There is little

doubt, therefore, that the precious remains of the great explorer still lay in the chapel.

But the very site of the chapel was soon lost. The new chapel, still standing, was confessedly not on the site of the old one. Could the old site ever be identified? It seemed very doubtful indeed. True, there were a few local and legendary traditions to which reference was made some years since in his correspondence by the Hon. E. G. D. Holden, our present Secretary of State.

An Indian now living in St. Ignace told me early last Summer that "his father told *him*, and that his father told *him*," and pointed out to him the place on the shore of the bay where a black cross used to stand, which was understood to "point out the direction" of the good father's grave, and where the voyagers would invoke his blessing. I also have it in writing from a very intelligent Indian, that last Summer he called on an aged Indian woman in Petoskey, claiming to be in her 100th year. "I asked her if she had heard, when a girl, anything concerning the Kitchi-ma-ka-da-na-co-na-yay, or "great priest." She said, "Yes. He died at the mouth of the river, and his body was carried to Min-is-sing," *i. e.* to St. Ignace.

These are but specimens of many similar traditions; but would there ever be anything more than tradition?

Early in July I heard in Detroit for the first time, from Col. Stockbridge, who has a large lumber interest in St. Ignace; that when he left there was a report that the site of the old chapel had been discovered. If so, thought I, then we have *found Pere Marquette's grave at last*—for the one statement in which all seem to agree is that he was buried in the middle of the chapel.

On my arrival in Mackinac I lost but little time before starting for St. Ignace. Though only four miles off we tacked a dozen times and took four hours, and worked hard at that.

On reaching Mr. Murray's house, where the supposed discovery had been made, I found precisely what had been described a few days before by a correspondent of the *Evening News*.

#### THE RECENT DISCOVERIES AT ST. IGNACE.

SHALL WE, OR SHALL WE NOT, RECOVER THE BONES OF MARQUETTE?

Correspondence of the *Evening News*.

Mackinac, July 12, 1877.

The readers of the *Evening News* will recollect the recently reported discovery at St. Ignace of the site of the mission chapel founded by Father Marquette in 1670, and under the pavement of which his bones were subsequently deposited. The account created considerable sensation among antiquaries. Being in Mackinac, within four miles of St. Ignatius, I improved the opportunity to cross over and see for myself what the discoveries amounted to. The little steamer Truscott crosses

each afternoon; fare fifty cents. A few steps from the landing we turn into a potato patch, just beyond which the boy who pilots us suddenly announces, "Here's the place." At first glance nothing can be observed more than might be noticed on any vacant lot in Detroit. A closer examination, however, reveals a very slight trench about a foot and a half wide, forming a rectangle 35 by 45 feet and located very nearly, if not exactly, with the points of the compass, the longer measurement being in the direction of east and west. At places in this trench rough stones lay embedded in the earth. At the southern side of the space, about nine feet from the western side, is a hole say three feet deep and eight or ten square, and in the southeast corner another smaller hole. Until the present Spring the site has been covered with a growth of young spruce, the clearing off of which led to the supposed discovery. The larger hole is assumed to have been a cellar under the church in which the valuables are kept; the smaller hole is thought to mark the position of the baptismal font, though why an excavation should be made for it is more than I can conjecture. A few feet west of the rectangle described above are two heaps of stone and earth, evidently the debris of two ruined chimneys. The outlines of the houses to which the chimneys belonged can also be faintly traced.

Mr. Murray, the owner of the ground, is a well-to-do Catholic Irishman, owning as he does 600 acres of land on the Point. He has lived on the place for twenty years past, and before that lived on Mackinac Island. He is inclined to be superstitious and to magnify the mystery to which he believes he holds the key. As illustrative of this he remarked in my presence that when he was about to build a cow-house some time ago, his sons wished it located on what he now believes to be the site of the ancient church, but the protecting influences of that sacred spot strangely impelled him to adopt a different location. He is confident that by digging below the surface at the center of the church, the "moccock" of bones would be discovered, but thus far owing to a difference between himself and the parish priest, not a spadeful of earth has been turned. The priest believes the location to be the correct one, and is anxious to excavate, but Mr. Murray refuses to permit it without a pledge that whatever is found shall not be carried away from the Point. He offers to give ground for the erection of a church or a monument on the spot, but insists that the sacred relics, if found, must be left where they have for two centuries rested. The bishop is expected at St. Ignace shortly, when the question will be laid before him for adjustment.

Now as to the probability of the discovery being confirmed by others yet to be made, I must confess to being less sanguine than Mr. Murray and his neighbors. It is certain that the two ruined chimneys alluded to indicate the location of dwellings at some period in the past. Bits of iron, copper and looking-glass found in the debris attest this; but whether the buildings stood fifty years ago or 200 no one can posi-



tively assert. Mr. Murray has known the spot for a quarter of a century, and can vouch for no change having occurred in that time. I think it likely that they are of a much older date. In regard to the assumed church site I think the probabilities favor the existence there at one time of a building of some sort. Whether it occupied the limits assumed—45 by 35 feet—is less certain, while the existence of the cellar would seem to indicate that it was a dwelling rather than a church. On the other hand, it is certain that the mission was founded in this immediate vicinity, and the Murray farm, as fronting on the most protected part of the bay, and affording the best landing for boats, is certainly as likely a spot for Marquette to have adopted as any. But nothing can be told with any certainty till thorough investigation is made.

The tradition is that the mission was founded in 1670, that Marquette subsequently visited Wisconsin and Illinois, establishing mission stations as far up the lake as Chicago; that upon his return *via* the eastern shore of Lake Michigan he died at the mouth of the Pere Marquette river, where Ludington now stands, and was buried there. A few years later his bones were taken up, cleaned and packed in a mocock, or box made of birch bark, and were conveyed with due solemnity back to St. Ignace, where they were permanently deposited beneath the middle of the church. At a still later period Indian wars broke up the mission, and to protect the church from sacrilege the missionaries burned it to the ground.

I also found in the possession of the present priest of St. Ignace, Father Jaoka (pronounced Yocca), a pen and ink sketch, on which I looked with most intense interest. This invaluable drawing gives the original site of the French village, the "home of the Jesuits," the Indian village, the Indian fort on the bluff, and, most important of all, very accurately defines the contour of a little bay known as Nadowa—Wikweiamashong—*i. e.*, as Mr. Jucker gave it, Nadowa Huron. Wik-weia—Here is a bay. *Anglic*—"Little bay of the Hurons;" or according to the Otchipwa dictionary of Bp. Barraga, "Bad bay of the Iroquois squaw." Of the Indian village there is no trace. Their wigwams, built only of poles and bark, have not left a single vestige. Not so with the French village. You may still see the remains of their logs and plaster, and the ruins of their chimneys. On the supposed site of the house of the Jesuits, some 40 by 30 feet, are found distinct outlines of walls, a little well, and a small cellar. Immediately in the rear of the larger building are the remains of a forge, where "the brothers" used to make spades or swords, as the occasion might require.

On further inquiry of the priest, who was equally remarkable for his candor and intelligence, and the length of his beard, I found that the sketch of the house of the Jesuits was taken by him from the travels of Lallenton, originally published in France, but translated and republished in England A. D. 1772. Only a few days

after I saw a copy of this very same book in the hands of Judge C. I. Walker, of Detroit, and was thus enabled, to my very great satisfaction, to verify the sketch as shown to me by Father Jaoka or Jacker (Yocca).

LaHenton says: "The place which I am now in is not above half a league distant from the Illinois lake. Here the Hurons and Ontawas have each of 'em (*sic*) a village, the one being severed from the other by a single palisade. But the Ontawas are beginning to build a fort upon a hill that stands but 1,000 or 1,200 paces off. \* \* In this place the Jesuits have a little house or college, adjoining to a sort of chapel and enclosed with pale, which separates it from the village of the Hurons.

"The Cuereur du Paris also a very small settlement."—La Henton, vol. I., p. 88.

From that moment I entertained the most sanguine hope that the long lost grave of the good Marquette would again be found. Greatly did I regret that I could not remain a few days longer, when the exploration would be made in the presence of the excellent Bishop Mrak, and learn what would be the result. I saw nothing whatever in the well-known character of the bishop, or of the worthy pastor of St. Ignace to justify even for a moment the least suspicion of anything like "pious fraud."

Monday, September 3, 1877, Bishop Mrak dug out the first spadeful of ground. For a time, however, the search was discouraging. "Nothing was found that would indicate the former existence of a tomb, vaulted or otherwise," and the bishop went away. After a while a small piece of birch bark came to light, followed by numerous other fragments scorched by fire. Finally a larger and well preserved piece appeared which once evidently formed part of the bottom of an Indian-wig-wap-makak-birch-bark-box or mocock. Evidently the box had been double, such as the Indians sometimes use for greater durability in interments, and had been placed on three or four wooden sills. It was also evident that the box had not been placed on the floor but sunk in the ground, and perhaps covered with a layer of mortar. But it was equally evident that this humble tomb had been disturbed, and the box broken into, and parts of it torn out, after the material had been made brittle by the action of fire. This would explain the absence of its former contents, which," says Mr. Jacker, "what else could we think—were nothing less than Father Marquette's bones! *But what had become of them?* Further search brought to light two fragments of bone—then thirty-six more—finally a small fragment, apparently of the skull—then similar fragments of the ribs, the hand and the thigh bone. From these circumstances then we deduce the following conclusions:

1. That of M. Pommier, the French surgeon, that these fragments of bones are undoubtedly human, and bear the marks of fire.
2. That everything goes to show "the haste of profane robbery."

3. That this robbery was by Indian medicine men, who coveted his bones, according to their belief, as a powerful medicine.

4. That it must have taken place within a few years after the departure of the Jesuits, otherwise when the mission was renewed (about 1708), the remains would most certainly have been transferred to the new church in old Mackinac.

5. That Charlevoix, at his sojourn there in 1721, could hardly have failed to be taken to see the new tomb, and to mention the fact of its transfer in his journal, or history.

6. That if we have failed to find all the remains of the great explorer, we have at least found some, and ascertained the fact of his having been interred on that particular spot.

7. That the records answer all the circumstances of the discovery, and that the finding of these few fragments, if not as satisfactory to our wishes, is at least as good evidence for the fact in question as if we had found every bone that is in the human body.

Such are the leading points in Father Jucker's elaborate narrative, as published in the *Catholic World*, November, 1877, in connection with the article entitled "Romance and Reality of the Death of Father James Marquette, and the recent discovery of his remains," by John G. Shea, for which papers I am indebted to the kind courtesy of Mr. Daniel E. Hudson, C. S. C., Notre Dame, Indiana, to whom I return most cordial thanks.

While in some respects the results are not quite so satisfactory as might have been desired, yet the determination of the site of the old house of the Jesuits, the discovery of the tomb, the recovery in part of the mocoek coffin, and above all, the finding of some of the bones of Marquette, are all of intense interest to every lover of early Michigan history.

Marquette, the great explorer—the oldest founder of Michigan, whose grave was found within her borders, and to whom belongs immortal honor, being the discoverer of the upper Mississippi and first navigator of the great river. *The scattering of his bones, I am well persuaded, is only a symbol of the wider extension of his fame.* Already his name is attached to a railroad, a river, a city, a diocese in Michigan: but that is not enough. Some forty years ago it was foretold by Bancroft, "that the people of the West will build his monument," and now the time has fully come when that prophecy will be fulfilled. Lest you might think that I say this merely out of state pride, or as a lover of antiquarian history, I will only add in conclusion that I say it out of a much higher motive, and with reference to a much higher object. In reading the life of Francis Xavier when a boy, I learned that there were some lessons for Christian laborers from the lives of the early Jesuits, that neither I nor any other man could afford to overlook. Granting that



too often they sought to help what they deemed a righteous cause by what they knew to be unrighteous means, and so teach us what we should avoid, there are other lessons that we would do well to imitate. The spirit of union, which was to them so great a source of power, the cheerfulness with which they suffered for the cause that they had espoused; the unlooked-for combinations of character in the same individuals, and above all the magnetism of personal *importance and power by having a definite aim*—such for example as we find in the good Marquette—belonging to any one church or order of that church, but to *man as man*, and to the world at large! There is only one regret that I should have in the erecting of such a monument, and that is lest it should be built by our Catholic friends alone. Will they not permit us all to join—Michigan, Wisconsin, Illinois, and the whole Northwest—and do honor to the great explorer in a monument of natural rock, (like Monumental Rock, Isle Royale), the materials for which in that immediate vicinity have been so long waiting, apparently, for just such a noble purpose?

#### LASALLE'S TRAVELS.

The next settlement in point of time was made in 1679, by Robert Cavalier de LaSalle, at the mouth of the St. Joseph river. He had constructed a vessel, the "Griffin," just above Niagara Falls, and sailed around by the lakes to Green Bay, Wis., whence he traversed "Lac des Illinois," now Lake Michigan, by canoe to the mouth of the St. Joseph river. The "Griffin" was the first sailing vessel that ever came west of Niagara Falls. La Salle erected a fort at the mouth of the St. Joseph river, which afterward was moved about 60 miles up the river, where it was still seen in Charlevoix's time, 1721. La Salle also built a fort on the Illinois river, just below Peoria, and explored the region of the Illinois and Mississippi rivers.

The next, and third, Michigan post erected by authority was a second fort on the St. Joseph river, established by Du Suth, near the present Fort Gratiot, in 1686. The object of this was to intercept emissaries of the English, who were anxious to open traffic with the Mackinaw and Lake Superior nations.

The French posts in Michigan on westward, left very little to be gathered by the New York traders, and they determined, as there was peace between France and England, to push forward their agencies and endeavor to deal with the western and northern Indians in their own country. The French governors not only plainly asserted the title of France, but as plainly threatened to use all requisite force to expel intruders. Anticipating correctly that the English would attempt to reach Lake Huron from the East without passing up Detroit river, Du Luth built a fort at the outlet of the lake into the St. Clair. About the same time an expedition was planned against the Senecas, and the Chevalier Tonti, commanding La Salle's forts, of St. Louis and St. Joseph of Lake Michigan, and La Durantaye, the veteran commander of Mackinaw, were employed to bring down the French and Indian

auxiliaries to take part in the war. These men intercepted English expeditions into the interior to establish trade with the Northern Indians, and succeeded in cutting them off for many years. Religious zeal for the Catholic Church and the national aggrandizement were almost or quite equally the primary and all-ruling motive of western explorations. For these two purposes expeditions were sent out and missionaries and military posts were established. In these enterprises Marquette, Joliet, La Salle, St. Luson and others did all that we find credited to them in history.

In 1669 or 1670, Talon, then "Intendant of New France," sent out two parties to discover a passage to the South Sea, St. Luson to Hudson's Bay and La Salle southwestward. On his return in 1671, St. Luson held a council of all the northern tribes at the Sault Ste. Marie, where they formed an alliance with the French. "It is a curious fact," says Campbell, "that the public documents are usually made to exhibit the local authorities as originating everything, when the facts brought to light from other sources show that they were compelled to permit what they ostensibly directed." The expeditions sent out by Talon were at least suggested from France. The local authorities were sometimes made to do things which were not, in their judgment, the wisest.

#### DETROIT.

July 19, 1701, the Iroquois conveyed to King William III. all their claims to land, describing their territory as "that vast tract of land or colony called Canagariachio, beginning on the northwest side of Cadarachqui (Ontario) Lake, and includes all that vast tract of land lying between the great lake of Ottawawa (Huron), and the lake called by the natives Sahiquage, and by the Christians the Lake of Sweege (Oswego, for Lake Erie), and runs till it butts upon the Twichtwicks, and is bounded on the westward by the Twichtwicks, on the eastward by a place called Quadoge, containing in length about 800 miles, and breadth 400 miles, including the country where beavers and all sorts of wild game keep, and the place called Tjoughsa ghrendie alias Fort De Tret or Wawyachtenock (Detroit): and so runs round the lake of Sweege till you come to a place called Oniadarundaquat," etc.

It was chiefly to prevent any further mischief, and to secure more effectually the French supremacy that La Motte Cadillac, who had great influence over the savages, succeeded, in 1701, after various plans urged by him had been shelved by hostile colonial intrigues, in getting permission from Count Pontchartrain to begin a settlement in Detroit. His purpose was from the beginning to make not only a military post, but also a civil establishment for trade and agriculture. He was more or less threatened and opposed by the monopolists and by the Mackinaw missionaries, and was subjected to severe persecutions. He finally triumphed and obtained valuable

privileges and the right of seignury. Craftsmen of all kinds were induced to settle in the town, and trade flourished. He succeeded in getting the Hurons and many of the Ottawas to leave Mackinaw and settle about "Fort Pontchartraine." This fort stood on what was formerly called the first terrace, being on the ground lying between Larned street and the river, and between Griswold and Wayne streets. Cadillac's success was so great, in spite of all opposition, that he was appointed governor of the new province of Louisiana, which had been granted to Crozat and his associates. This appointment removed him from Detroit, and immediately afterward the place was exposed to an Indian siege, instigated by English emissaries, and conducted by the Mascoutins and Ontagamies, the same people who made the last war on the whites in the territory of Michigan under Black Hawk a century and a quarter later. The tribes allied to the French came in with alacrity and defeated and almost annihilated the assailants, of whom a thousand were put to death.

Unfortunately for the country, the commanders who succeeded Cadillac for many years were narrow-minded and selfish and not disposed to advance any interests beyond the lucrative traffic with the Indians in peltries. It was not until 1734 that any new grants were made to farmers. This was done by Governor-General Beauharnois, who made the grants on the very easiest terms. Skilled artisans became numerous in Detroit, and prosperity set in all around. The buildings were not of the rudest kind, but built of oak or cedar, and of smooth finish. The cedar was brought from a great distance. Before 1742 the pineries were known, and at a very early day a saw-mill was erected on the St. Clair River, near Lake Huron. Before 1749 quarries were worked, especially at Stony Island. In 1763 there were several lime kilns within the present limits of Detroit, and not only stone foundations but also stone buildings, existed in the settlement.

Several grist-mills existed along the river near Detroit. Agriculture was carried on profitably, and supplies were exported quite early, consisting chiefly of corn and wheat, and possibly beans and peas. Cattle, horses and swine were raised in considerable numbers; but as salt was very expensive, but little meat, if any, was packed for exportation. The salt springs near Lake St. Clair, it is true, were known, and utilized to some extent, but not to an appreciable extent. Gardening and fruit-raising were carried on more thoroughly than general farming. Apples and pears were good and abundant.

During the French and English war Detroit was the principal source of supplies to the French troops west of Lake Ontario, and it also furnished a large number of fighting men. The upper posts were not much involved in this war.

"Teuchsa Grondie," one of the many ways of spelling an old Indian name of Detroit, is rendered famous by a large and splendid poem of Levi Bishop, Esq., of



that city. During the whole of the eighteenth century the history of Michigan was little else than the history of Detroit, as the genius of French Government was to centralize power instead of building up localities for self-government.

About 1704, or three years after the founding of Detroit, this place was attacked by the Ottawa Indians, but unsuccessfully; and again, in 1712, the Ottagamies, or Fox Indians, who were in secret alliance with the old enemies of the French, the Iroquois, attacked the village and laid siege to it. They were severely repulsed, and their chief offered a capitulation which was refused. Considering this an insult they became enraged and endeavored to burn up the town. Their method of firing the place was to shoot large arrows, mounted with combustible material in flame, in a track through the sky rainbow-form. The bows and arrows being very large and stout, the Indians lay with their backs on the ground, put both feet against the central portion of the inner side of the bow and pulled the strings with all the might of their hands. A ball of blazing material would thus be sent arching over nearly a quarter of a mile, which would come down perpendicularly upon the dry shingle roofs of the houses and set them on fire. But this scheme was soon check-mated by the French, who covered the remaining houses with wet skins. The Foxes were considerably disappointed at this and discouraged, but they made one more desperate attempt, failed, and retreated toward Lake St. Clair, where they again entrenched themselves. From this place however, they were soon dislodged. After this period these Indians occupied Wisconsin for a time and made it dangerous for travelers passing through from the lakes to the Mississippi. They were the Ishmaelites of the wilderness.

In 1749, there was a fresh accession of immigrants to all the points upon the lakes, but the history of this part of the world during the most of this century, is rather monotonous, business and government remaining about the same, without much improvement. The records nearly all concern Canada east of the lake region. It is true, there was almost a constant change of commandants at the posts, and there were many slight changes of administrative policy, but as no great enterprises were successfully put in operation the events of the period have but little prominence.

The Northwestern Territory during French rule, was simply a vast ranging ground for the numerous Indian tribes, who had no ambition higher than obtaining immediate subsistence of the crudest kind, buying arms, whisky, tobacco, blankets and jewelry by bartering for them the peltries of the chase. Like a drop in the ocean was the missionary work of the few Jesuits at the half dozen posts on the great waters. The forests were full of otter, beaver, bear, deer, grouse, quails, etc., and on the few prairies the grouse, or "prairie chickens," were abundant. Not much work was required to obtain a bare subsistence, and human nature generally,

is not disposed to lay up much for the future. The present material prosperity of America is really an exception to the general law of the world.

In the latter part of 1796, Winthrop Sargent went to Detroit and organized the county of Wayne, forming a part of the Indiana Territory until its division, 1805, when the Territory of Michigan was organized.

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## CHAPTER III.

### THE FRENCH AND INDIAN WAR.

Soon after the discovery of the mouth of the Mississippi in 1682, the Government of France began to encourage the policy of establishing a line of trading posts and missionary stations, extending through the west, from Canada and the great lakes, to Louisiana; and this policy was maintained, with partial success, for about seventy-five years. British power was the rival upon which the French continually kept their eye. Of course a collision of arms would result in a short time, and this commenced about 1755. In 1760, Canada, including the lake region, fell into the hands of the British. During the war, occurred Braddock's defeat, the battles of Niagara, Crown Point and Lake George, and the death of brave Wolfe and Montcalm. September 12 of this year, Major Robert Rogers, a native of New Hampshire, a provincial officer, and then at the height of his reputation, received orders from Sir Jeffrey Amherst to ascend the lakes with a detachment of rangers, and take possession, in the name of his Britannic majesty, of Detroit, Michilimackinac and other western posts, included in the capitulation of Montreal. He left the latter place on the following day with 200 rangers in fifteen whale boats. November 7, they reached the mouth of a river (Chogage), on the southern coast of Lake Erie, where they were met by Pontiac, the Indian chief, who now appears for the first time upon the pages of Michigan history. He haughtily demanded of Rogers why he should appear in his realm with his forces without his permission. The major informed him that the English had obtained permission of Canada, and that he was on his way to Detroit to publish the fact, and to restore a general peace to white men and Indians alike. The next day Pontiac signified his willingness to live at peace with the English, allowing them to remain in his country, provided they paid him due respect. He knew that French power was on the wane, and that it was to the interest of his tribes to establish an early peace with the new power. The Indians, who had collected at the mouth of the Detroit, reported 400 strong, to resist the coming of the British forces, were easily influenced by Pontiac

to yield the situation to Rogers. Even the French commandant at Detroit, Capt. Beletre, was in a situation similar to that of the Indians, and received the news of the defeat of the French from Major Rogers. He was indignant and incredulous, and tried to rouse the fury of his old-time friends, the Indians, but found them "faithless" in this hour of his need. He surrendered with an ill grace, amid the yells of several hundred Indian warriors. It was a source of great amazement to the Indians to see so many men surrender to so few. Nothing is more effective in gaining the respect of Indians than a display of power, and the above proceedings led them to be overawed by English powers. They were astonished also at the forbearance of the conquerors in not killing their vanquished enemies on the spot. This surrender of Detroit was on the 29th of November, 1760. The posts elsewhere in the lake region, north and west; were not reached until some time afterward.

The English now thought they had the country perfectly in their own hands, and that there was but little trouble ahead; but in this respect they were mistaken. The French renewed their efforts to circulate reports among the Indians that the English intended to take all their land from them, etc. The slaughter of the Monongahela, the massacre at Fort William Henry, and the horrible devastation of the western frontier, all bore witness to the fact that the French were successful in prejudicing the Indians against the British, and the latter began to have trouble at various points. The French had always been in the habit of making presents to the Indians, keeping them supplied with arms, ammunition, etc., and it was not their policy to settle upon their lands. The British, on the other hand, now supplied them with nothing, frequently insulting them when they appeared around the forts. Everything conspired to fix the Indian population in their prejudices against the British Government. Even the seeds of the American Revolution were scattered into the west, and began to grow.

The first Indian chief to raise the war-whoop was probably Kiashuta, of the Senecas, but Pontiac, of the Ottawas, was the great George Washington of all the tribes to systemize and render effectual the initial movements of the approaching storm. His home was about eight miles above Detroit, on Pechee Island, which looks out upon the waters of Lake St. Clair. He was a well-formed man, with a countenance indicating a high degree of intelligence. In 1746 he had successfully defended Detroit against the northern tribes, and it is probable he was present and assisted in the defeat of Braddock. About the close of 1762 he called a general council of the tribes, sending out ambassadors in all directions, who, with the war belt of wampum and the tomahawk, went from village to village, and camp to camp, informing the sachems everywhere, that war was impending, and delivering to them the message of Pontiac. They all approved the message, and April 27, 1763, a



grand council was held near Detroit, when Pontiac stood forth in war paint and delivered "the great speech of the campaign." The English were slow to perceive any dangerous conspiracy in progress, and when the blow was struck, nine out of twelve of the British posts were surprised and destroyed. Three of these were within the bounds of this State. The first prominent event of the war was the massacre at Fort Michilimackinac, on the northernmost point of the southern peninsula, the site of the present city of Mackinaw. This Indian outrage was one of the most ingeniously devised and resolutely executed schemes in American history. The Chippewas (or Ojibways) appointed one of their big ball plays in the vicinity of the post and invited and inveigled as many of the occupants as they could to the scene of play, then fell upon the unsuspecting and unguarded English in the most brutal manner. For the details of this horrible scene we are indebted to Alexander Henry, a trader at that point, who experienced several most blood-curdling escapes from death and scalping at the hands of the savages. The result of the massacre was the death of about seventy out of ninety persons. The Ottawa Indians, who occupied mainly the eastern portion of the lower peninsula, were not consulted by the Chippewas, with reference to attacking Michilimackinac, and were consequently so enraged that they espoused the cause of the English, through spite; and it was through their instrumentality that Mr. Henry and some of his comrades were saved from death and conveyed east to the regions of civilization. Of Mr. Henry's narrow escapes we give the following succinct account: Instead of attending the ball play of the Indians he spent the day writing letters to his friends, as a canoe was to leave for the East the following day. While thus engaged, he heard an Indian war cry and a noise of general confusion. Looking out of the window, he saw a crowd of Indians within the fort, that is, within the village palisade, who were cutting down and scalping every Englishman they found. He seized a fowling piece which he had at hand, and waited a moment for the signal, the drum beat to arms. In that dreadful interval he saw several of his countrymen fall under the tomahawk and struggle between the knees of an Indian, who held him in this manner to scalp him, while still alive. Mr. Henry heard no signal to arms; and seeing it was useless to undertake to resist 400 Indians, he thought only of shelter for himself. He saw many of the Canadian inhabitants of the fort calmly looking on, neither opposing the Indians nor suffering injury, and he therefore concluded he might find safety in some of their houses. He stealthily ran to one occupied by Mr. Langlade and family, who were at their windows beholding the bloody scene. Mr. Langlade scarcely dared to harbor him, but a Pawnee slave of the former concealed him in the garret, locked the stairway door and took away the key. In this situation Mr. Henry obtained, through an aperture, a view of what was going on without. He saw the dead scalped and mangled, the

dying in writhing agony, under the insatiate knife and tomahawk, and the savages drinking human blood from the hollow of their joined hands! Mr. Henry almost felt as if he were a victim himself so intense were his sufferings. Soon the Indian fiends began to halloo, "All is finished." At this instant Henry heard some of the Indians enter the house he had taken shelter. The garret was separated from the room below by only a layer of single boards, and Mr. Henry heard all that was said. As soon as the Indians entered they inquired whether there were any Englishmen in the house. Mr. Langlade replied that he could not say; they might examine for themselves. He then conducted them to the garret door. As the door was locked, a moment of time was snatched by Mr. Henry to crawl into a heap of birch-bark vessels in a dark corner; and although several Indians searched around the garret, one of them coming within arm's length of the sweating prisoner, they went out satisfied that no Englishman was there.

As Mr. Henry was passing the succeeding night in this room, he could think of no possible chance of escape from the country. He was out of provisions, the nearest post was Detroit, 400 miles away, and the route thither lay through the enemy's country. The next morning he heard Indian voices below informing Mr. Langlade that they had not found an Englishman named Henry among the dead, and they believed him to be somewhere concealed. Mrs. L., believing that the safety of the household depended on giving up the refugee to his pursuers, prevailed on her husband to lead the Indians upstairs to the room of Mr. H. The latter was saved from instant death by one of the savages adopting him as a brother in the place of one lost. The Indians were all mad with liquor, however, and Mr. H. again very narrowly escaped death. An hour afterwards he was taken out of the fort by an Indian indebted to him for goods, and was under the uplifted knife of the savage when he suddenly broke away from him and made back to Mr. Langlade's house, barely escaping the knife of the Indian the whole distance. The next day he, with three other prisoners, were taken in a canoe toward Lake Michigan, and at Fox Point, eighteen miles distant, the Ottawas rescued the whites through spite at the Chippewas, saying that the latter contemplated killing and eating them: but the next day they were returned to the Chippewas, as the result of some kind of agreement about the conduct of the war. He was rescued again by an old friendly Indian claiming him as a brother. The next morning he saw the dead bodies of seven whites dragged forth from the prison lodge he had just occupied. The fattest of these dead bodies was actually served up and feasted on directly before the eyes of Mr. Henry. Through the partiality of the Ottawas and the complications of military affairs among the Indians, Mr. Henry, after severe exposures and many more thrilling escapes, was finally landed within territory occupied by whites.

For more than a year after the massacre, Michilimackinac was occupied only by wood rangers and Indians ; then, after the treaty, Capt. Howard was sent with troops to take possession.

## CHAPTER IV.

### NATIONAL POLICIES.

*The Great French Scheme.*—Soon after the discovery of the mouth of the Mississippi by La Salle, in 1682, the government of France began to encourage the policy of establishing a line of trading posts and missionary stations extending through the West from Canada to Louisiana, and this policy was maintained, with partial success, for about seventy-five years.

The river St. Joseph, of Lake Michigan, was called "the river Miamis" in 1679, in which year La Salle built a small fort on its bank, near the lake shore. The principal station of the mission for the instruction of the Miamis was established on the borders of this river. The first French post within the territory of the Miamis was at the mouth of the river Miamis, on an eminence naturally fortified on two sides by the river, and on one side by a deep ditch made by a fall of water. It was of triangular form. The missionary, Hennepin, gives a good description of it, as he was one of the company who built it in 1679. Says he: "We felled the trees that were on the top of the hill, and having cleared the same from bushes for about two musket shot, we began to build a redoubt of eighty feet long and forty feet broad, with great square pieces of timber laid one upon another, and prepared a great number of stakes of about twenty-five feet long to drive into the ground, to make our fort more inaccessible on the river side. We employed the whole month of November about that work, which was very hard, though we had no other food but the bears' flesh our savage killed. These beasts are very common in that place, because of the great quantity of grapes they find there ; but their flesh being too fat and luscious, our men began to be weary of it, and desired leave to go a-hunting to kill some wild goats. M. La Salle denied them that liberty, which caused some murmurs among them, and it was but unwillingly that they continued their work. This, together with the approach of Winter and the apprehension that M. La Salle had that his vessel (the Griffin) was lost, made him very melancholy, though he concealed it as much as he could. We made a cabin wherein we performed divine service every Sunday, and Father Gabriel and I, who preached alternately, took care to take such texts as were suitable to our present circumstances and fit to



inspire us with courage, concord and brotherly love. . . . The fort was at last perfected and called Fort Miamis."

In 1765, the Miamis nation, or confederacy, was composed of four tribes, whose total number of warriors was estimated at only 1,050 men. Of these, about 250 were Twight-wess or Miamis proper, 300 Weas or Ouiate-nons, 300 Piankeshaws and 200 Schockkeys, and at this time the principal villages of the Twight-wess were situated about the head of the Maumee River, at and near the place where Fort Wayne now is. The larger Wea villages were near the banks of the Wabash River, in the vicinity of the Ouiatenon; and the Shockkeys and Piankeshaws dwelt on the banks of the Vermillion and on the borders of the Wabash, between Vincennes and Ouiatenon. Branches of the Pottawatomie, Shawnee, Delaware and Kickapoo tribes were permitted at different times to enter within the boundaries of the Miamis and reside for a while.

The wars in which France and England were engaged from 1688 to 1697, retarded the growth of the colonies of those nations in North America, and the efforts made by France to connect Canada and the Gulf of Mexico by a chain of trading-posts and colonies naturally excited the jealousy of England and gradually laid the foundation for a struggle at arms. After several stations were established elsewhere in the West, trading-posts were started at the Miami villages, which stood at the head of the Maumee, at the Wea villages about Ouiatenon, on the Wabash, and at the Piankeshaw villages about the present site of Vincennes. It is probable that before the close of the year 1719, temporary trading-posts were erected at the sites of Fort Wayne, Ouiatenon and Vincennes. The points were probably often visited by French fur traders prior to 1700. In the meanwhile, the English people in this country commenced also to establish military posts west of the Alleghanies, and thus matters went on until they naturally culminated in a general war, which, being waged by the French and Indians combined on one side, was called "the French and Indian war." This war was terminated in 1763 by a treaty at Paris, by which France ceded to Great Britain all of North America east of the Mississippi except New Orleans and the island on which it is situated; and, indeed, France had the preceding Autumn, by a secret convention, ceded to Spain all the country west of that river.

In 1762, after Canada and its dependencies had been surrendered to the English, Pontiac and his partisans secretly organized a powerful confederacy in order to crush at one blow all English power in the West. This great scheme was skillfully projected and cautiously matured. The principal act in the programme was to gain admittance into the fort at Detroit, on pretense of a friendly visit, with shortened muskets concealed under their blankets, and, on a given signal, suddenly break forth upon the garrison; but an inadvertent remark of an Indian woman led to a

discovery of the plot, which was consequently averted. Pontiac and his warriors afterward made many attacks upon the English, some of which were successful, but the Indians were finally defeated in the general war.

#### BRITISH POLICY.

In 1765 the total number of French families within the limits of the Northwestern Territory did not probably exceed 600. These were in settlements about Detroit, along the river Wabash and the neighborhood of Fort Chartres on the Mississippi. Of these families, about eighty or ninety resided at Post Vincennes, fourteen at Fort Ouiatenon, on the Wabash, and nine or ten at the confluence of the St. Mary and St. Joseph rivers, together with a few on St. Clair lake and river.

The colonial policy of the British Government opposed any measures which might strengthen settlements in the interior of this country, lest they become self-supporting and independent of the mother country; hence the early and rapid settlement of the Northwestern Territory was still further retarded by short-sighted selfishness of England. That fatal policy consisted mainly in holding the lands in the hands of the government and not allowing it to be subdivided and sold to settlers. But in spite of all her efforts in this direction, she constantly made just such efforts as provoked the American people to rebel, and to rebel successfully, which was within fifteen years after the perfect close of the French and Indian war.

#### AMERICAN POLICY.

Thomas Jefferson, the shrewd statesman and wise Governor of Virginia, saw from the first that actual occupation of Western lands was the only way to keep them out of the hands of foreigners and Indians. Therefore, directly after the conquest of Vincennes by Clark he engaged a scientific corps to proceed under an escort to the Mississippi, and ascertain by celestial observations the point on that river intersected by latitude 36 deg. 31 min., the southern limit of the State, and to measure its distance to the Ohio. To Gen. Clark was entrusted the conduct of the military operations in that quarter. He was instructed to select a strong position near that point and establish there a fort and garrison; thence to extend his conquest northward to the lakes, erecting forts at different points, which might serve as monuments of actual possession, besides affording protection to that portion of the country. Fort "Jefferson" was erected and garrisoned on the Mississippi a few miles above the southern limit.

The result of these operations was the addition to the chartered limits of Virginia, of that immense region known as the "Northwestern Territory." The simple fact that such and such forts were established by the Americans in this vast region convinced the British Commissioners that we had entitled ourselves to the land. But where are those "monuments" of our power now?

## ORDINANCE OF 1787.

This ordinance has a marvelous and interesting history. Considerable controversy has been indulged in as to who is entitled to the credit for framing it. This belongs undoubtedly, to Nathan Dane; and to Rufus King and Timothy Pickering belong the credit for suggesting the proviso contained in it against slavery, and also for aids to religion and knowledge, and for assuring forever the common use, without charge, of the great national highways of the Mississippi, the St. Lawrence and their tributaries to all the citizens of the United States. To Thomas Jefferson is also due much credit, as some features of this ordinance were embraced in his ordinance of 1784. But the part taken by each in the long, laborious and eventful struggle which had so glorious a consummation in the ordinance, consecrating forever, by one imprescriptible and unchangeable monument, the very heart of our country to freedom, knowledge and union, will forever honor the names of those illustrious statesmen.

Jefferson had vainly tried to secure a system of government for the Northwestern Territory. He was an emancipationist and favored the exclusion of slavery from the Territory, but the South voted him down every time he proposed a measure of this nature. In 1787, as late as July 10, an organizing act without the anti-slavery clause was pending. This concession to the South was expected to carry it. Congress was in session in New York. On July 5, Rev. Manasseh Cutler of Massachusetts, came into New York to lobby on the Northwestern Territory. Everything seemed to fall into his hands. Events were ripe. The state of the public credit, the growing of Southern prejudice, the basis of his mission, his personal character, all combined to complete one of those sudden and marvelous revolutions of public sentiment that once in five or ten centuries are seen to sweep over a country like the breath of the Almighty.

Cutler was a graduate of Yale. He had studied and taken degrees in the three learned professions, medicine, law, and divinity. He had published a scientific examination of the plants of New England. As a scientist in America, his name stood second only to Franklin. He was a courtly gentleman of the old style, a man of commanding presence and inviting face. The Southern members said they had never seen such a gentleman in the North. He came, representing a Massachusetts company that desired to purchase a tract of land, now included in Ohio for the purpose of planting a colony. It was a speculation. Government money was worth eighteen cents on the dollar. This company had collected enough to purchase 1,500,000 acres of land. Other speculators in New York made Dr. Cutler their agent, which enabled him to represent a demand for 5,500,000 acres. As this would reduce the national debt, it presented a good opportunity to do something.



Massachusetts then owned the territory of Maine, which she was crowding on the market. She was opposed to opening the Northwestern region. This fired the zeal of Virginia. The South caught the inspiration, and all exalted Dr. Cutler. The entire South rallied around him. Massachusetts could not vote against him, because many of the constituents of her members were interested personally in the Western speculation. Thus Cutler making friends in the South, and doubtless using all the arts of the lobby, was enabled to command the situation. True to deeper convictions, he dictated one of the most compact and finished documents of wise statesmanship that has ever adorned any human law book.

He borrowed from Jefferson the term "Articles of Compact," which preceding the federal constitution, rose into the most sacred character. He then followed very closely the constitution of Massachusetts, adopted three years before. Its most prominent points were :

1. The exclusion of slavery from the territory forever.
2. Provision for public schools, giving one township for a seminary and every section numbered 16 in each township ; that is, one thirty-sixth of all the land for public schools.
3. A provision prohibiting the adoption of any constitution or the enactment of any law that should nullify pre-existing contracts. Be it forever remembered that this compact declared that "religion, morality and knowledge being necessary to good government and the happiness of mankind, schools and the means of education shall always be encouraged." Dr. Cutler planted himself on this platform and would not yield. Giving his unqualified declaration that it was that or nothing, he took his horse and buggy and started for the constitutional convention at Philadelphia. On July 13, 1787, the bill was put upon its passage, and was unanimously adopted.

Thus the great States of Ohio, Indiana, Illinois, Michigan and Wisconsin, a vast empire, were consecrated to freedom, intelligence and morality. Thus the great heart of the nation was prepared to save the union of States, for it was this act that was the salvation of the Republic and the destruction of slavery. Soon the South saw their great blunder and tried to have the compact repealed. In 1803 Congress referred it to a committee, of which John Randolph was chairman. He reported that this ordinance was a compact, and opposed repeal. Thus it stood, a rock in the way of the on-rushing sea of slavery.

The "Northwestern Territory" included, of course, what is now the State of Indiana, and October 5, 1787, Major General Arthur St. Clair was elected by Congress, Governor of this territory. Upon commencing the duties of his office he was instructed to ascertain the real temper of the Indians, and do all in his power to remove the causes for controversy between them and the United States, and to

effect the extinguishment of Indian titles to all the land possible. The Governor took up quarters in the new settlement of Marietta, Ohio, where he immediately began the organization of the government of the territory. The first session of the General Court of the new territory was held at that place in 1788, the judges being Samuel H. Parsons, James M. Varnum and John C. Symmes, but under the ordinance, Gov. St. Clair was president of the court. After the first session, and after the necessary laws for government were adopted, Gov. St. Clair, accompanied by the judges, visited Kaskaskia for the purpose of organizing a civil government there. Full instructions had been sent to Maj. Hamtramck, commandant at Vincennes, to ascertain the exact feeling and temper of the Indian tribes of the Wabash. The instructions were accompanied by speeches to each of the tribes. A Frenchman, named Antoine Gamelin, was dispatched with these messages April 5, 1790, who visited nearly all the tribes on the Wabash, St. Joseph, and St. Mary's Rivers, but was coldly received, most of the chiefs being dissatisfied with the policy of the Americans toward them, and prejudiced through English misrepresentation. Full accounts of his adventures among the tribes, reached Gov. St. Clair at Kaskaskia, in June, 1790. Being satisfied that there was no prospect of effecting a general peace with the Indians of Indiana, he resolved to visit Gen. Harmar, at his headquarters at Fort Washington, and consult with him on the means of carrying on an expedition against the hostile Indians; but before leaving he intrusted Winthrop Sargent, the secretary of the Territory, with the execution of the resolutions of Congress regarding the lands and settlers on the Wabash. He directed that officer to proceed to Vincennes, lay out a county there, establish the militia and appoint the necessary civil and military officers. Accordingly Mr. Sargent went to Vincennes and organized Camp Knox, appointed the officers, and notified the inhabitants to present their claims to lands. In establishing these claims the settlers found great difficulty, and concerning this matter the secretary in his report to the president wrote as follows:

Although the lands and lots which were awarded to the inhabitants appeared from very good oral testimony to belong to those persons to whom they were awarded, either by original grants, purchase or inheritance, yet there was scarcely one case in twenty where the title was complete, owing to the desultory manner in which public business had been transacted, and some other unfortunate causes. The original concessions by the French and British commandants were generally made upon a small scrap of paper, which it has been customary to lodge in the notary's office, who has seldom kept any book of record, but committed the most important land concerns to loose sheets, which in process of time have come into possession of persons that have fraudulently destroyed them: or unacquainted with their consequence, innocently lost or trilled them away. By French usage they are

considered family inheritances, and often descend to women and children. In one instance, during the government of St. Ange, a royal notary ran off with all the public papers in his possession, as by a certificate produced to me. And I am very sorry further to observe that in the office of Mr. Le Grande, which continued from 1777 to 1787, and where should have been the vouchers for important land transactions, the records have been so falsified, and there is such gross fraud and forgery as to invalidate all evidence and information which might be otherwise acquired from his papers.

Mr. Sargent says there were about 150 French families at Vincennes in 1790. The heads of all the families had been at one time vested with certain titles to a portion of the soil; and while the secretary was busy in straightening out those claims, he received a petition signed by eighty Americans, asking for the confirmation of grants of land ceded by the Court, organized by Col. John Todd, under the authority of Virginia. With reference to this cause, Congress, March 3, 1691, empowered the territorial governor, in cases where land had been actually improved and cultivated under a supposed grant for the same, to confirm to the persons who made such improvements the lands supposed to have been granted, not, however, exceeding the quantity of 1,100 acres to any one person.

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## CHAPTER V.

### MILITARY HISTORY.

#### PONTIAC'S SIEGE OF DETROIT.

In the Spring of 1763 Pontiac determined to take Detroit by an ingenious attack. He had his men file off their guns so that they would be short enough to conceal under their blanket clothing as they entered the fortification. A Canadian woman who went over to their village on the east side of the river to obtain some venison, saw them thus at work on their guns, and suspected they were preparing for an attack on the whites. She told her neighbors what she had seen, and one of them informed the commandant, Major Gladwyn, who at first slighted the advice, but before another day had passed he had full knowledge of the plot. There is a legend that a beautiful Chippewa girl, well-known to Gladwyn, divulged to him the scheme which the Indians had in view, namely, that the next day Pontiac would come to the fort with sixty of his chiefs, each armed with a gun cut short and hidden under his blanket; that Pontiac would demand a council, deliver a speech, offer a peace-belt of wampum, holding it in a reversed position as the signal for



attack; that the chiefs, sitting upon the ground, would then spring up and fire upon the officers, and the Indians out in the streets would next fall upon the garrison, and kill every Englishman but spare all the French.

Gladwyn accordingly put the place in a state of defence as well as he could, and arranged for a quiet reception of the Indians and a sudden attack upon them when he should give a signal. At 10 o'clock, May 7, according to the girl's prediction, the Indians came, entered the fort, and proceeded with the programme, but with some hesitation, as they saw their plot was discovered. Pontiac made his speech, professing friendship for the English, etc., and without giving his signal for attack, sat down and heard Major Gladwyn's reply, who suffered him and his men to retire unmolested. He probably feared to take them as prisoners, as war was not actually commenced.

The next day Pontiac determined to try again, but was refused entrance at the gate unless he should come in alone. He turned away in a rage, and in a few minutes some of his men commenced the peculiarly Indian work of attacking an innocent household and murdering them, just beyond the range of British guns. Another squad murdered an Englishman on an island at a little distance. Pontiac did not authorize the proceedings, but retired across the river and ordered preparations to be made for taking the fort by direct assault, the headquarters of the camp to be on "Bloody Run," west of the river. Meanwhile the garrison was kept in readiness for any out-break. The very next day Pontiac, having received reinforcements from the Chippewas of Saginaw Bay, commenced the attack, but was repulsed; no deaths upon either side. Gladwyn sent ambassadors to arrange for peace, but Pontiac, although professing to be willing, in a general way, to conclude peace, would not agree to any particular proposition. A number of Canadians visited the fort and warned the commandant to evacuate, as 1,500 or more Indians would storm the place in an hour; and soon afterward a Canadian came with a summons from Pontiac, demanding Gladwyn to surrender the post at once, and promising that, in case of compliance, he and his men would be allowed to go on board their vessels unmolested, leaving their arms and effects behind. To both these advices Major Gladwyn gave a flat refusal.

Only three weeks' provisions were within the fort, and the garrison was in a deplorable condition. A few Canadians, however, from across the river, sent some provisions occasionally, by night. Had it not been for this timely assistance, the garrison would doubtless have had to abandon the fort. The Indians themselves soon began to suffer from hunger, as they had not prepared for a long siege; but Pontiac, after some maraudings upon the French settlers had been made, issued "promise to pay" on birch bark, with which he pacified the residents. He subsequently redeemed all these notes. About the end of July, Capt. Dalzell arrived

from Niagara with reinforcements and provisions, and persuaded Gladwyn to undertake an aggressive movement against Pontiac. Dalzell was detailed for the purpose of attacking the camp at Parents' Creek, a mile and a half away, but, being delayed a day, Pontiac learned of his movements, and prepared his men to contest his march. On the next morning, July 31, before day-break, Dalzell went out with 250 men, but was repulsed with a loss of fifty-nine killed and wounded, while the Indians lost less than half that number. Parents' Creek was afterward known as "Bloody Run."

Shortly afterward, the schooner "Gladwyn," on its return from Niagara, with ammunition and provisions, anchored about nine miles below Detroit for the night, when in the darkness about 300 Indians in canoes came quietly upon the vessel and very nearly succeeded in taking it. Slaughter proceeded vigorously until the mate gave orders to his men to blow up the schooner, when the Indians understanding the design, fled precipitately, plunging into the water and swimming ashore. This desperate command saved the crew, and the schooner succeeded in reaching the post with the much-needed supply of provisions.

By this time, September, most of the tribes around Detroit were disposed to sue for peace. A truce being obtained, Gladwyn laid in provisions for the Winter, while Pontiac retired with his chiefs to the Maumee country, only to prepare for a resumption of war the next Spring. He or his allies the next season carried on a petty warfare until in August when the garrison, now worn out and reduced, were relieved by fresh troops, Major Bradstreet commanding. Pontiac retired to the Maumee again, still to stir up hate against the British. Meanwhile the Indians near Detroit, scarcely comprehending what they were doing, were induced by Bradstreet to declare themselves subjects of Great Britain. An embassy sent to Pontiac induced him also to cease belligerent operations against the British.

In 1769 the great chief and warrior, Pontiac, was killed in Illinois by a Kaskaskia Indian, for a barrel of whisky offered by an Englishman named Williamson.

#### EXPEDITIONS OF HARMAR, SCOTT AND WILKINSON.

Gov. St. Clair, on his arrival at Fort Washington from Kaskaskia, had a long conversation with Gen. Harmar, and concluded to send a powerful force to chastise the savages about the head-waters of the Wabash. He had been empowered by the President to call on Virginia for 1,000 troops and on Pennsylvania for 500, and he immediately availed himself of this resource, ordering 300 of the Virginia militia to muster at Fort Steuben, and march with the garrison of that fort to Vincennes, and join Maj. Hamtramck, who had orders to call for aid from the militia of Vincennes, march up the Wabash and attack any of the Indian villages which he might think he could overcome.

The remaining 1,200 of the militia were ordered to rendezvous at Fort Washington, and to join the regular troops at that post under Gen. Harmar. At this time the United States troops in the West were estimated by Gen. Harmar at 400 effective men. These, with the militia, gave him a force of 1,450 men. With this army Gen. Harmar marched from Fort Washington, September 30, and arrived at the Maumee, October 17. They commenced the work of punishing the Indians, but were not very successful. The savages, it is true, received a severe scourging, but the militia behaved so badly as to be of little or no service. A detachment of 340 militia and sixty regulars, under the command of Col. Hardin, were sorely defeated on the Maumee October 22. The next day the army took up the line of march for Fort Washington, which place they reached November 4, having lost in the expedition 183 killed and thirty-one wounded; the Indians lost about as many. During the progress of this expedition Maj. Hamtramck marched up the Wabash from Vincennes, as far as the Vermillion river, and destroyed several deserted villages, but without finding an enemy to oppose him. Although the savages seem to have been severely punished by these expeditions, yet they refused to sue for peace, and continued their hostilities. Thereupon, the inhabitants of the frontier settlements of Virginia took alarm, and the delegates of Ohio, Monongahela, Harrison, Randolph, Greenbrier, Kanawah and Montgomery counties sent a joint memorial to the Governor of Virginia, saying that the defenseless condition of the counties, forming a line of nearly 400 miles along the Ohio river, exposed to the hostile invasion of their Indian enemies, destitute of every kind of support, was truly alarming, for, notwithstanding all the regulations of the General Government in that country, they have reason to lament that they have been up to that time ineffectual for their protection; nor indeed could it be otherwise, for the garrisons kept by the Continental troops on the Ohio River, if of any use at all, must protect only the Kentucky settlement, as they immediately covered that country. They further stated in their memorial, "We beg leave to observe that we have reason to fear that the consequences of the defeat of our army by the Indians in the late expedition will be severely felt on our frontiers, as there is no doubt that the Indians will, in their turn, being flushed with victory, invade our settlements and exercise all their horrid murder upon the inhabitants thereof whenever the weather will permit them to travel. Then, is it not better to support us where we are, be the expense what it may, than to oblige such a number of your brave citizens, who have so long supported, and still continue to support, a dangerous frontier (although thousands of their relatives in the flesh have in the prosecution thereof fallen a sacrifice to the savage inventions) to quit the country, after all they have done and suffered, when you know that a frontier must be supported somewhere?"

This memorial caused the Legislature of Virginia to authorize the Governor of



that State to make any defensive operations necessary for the temporary defense of the frontiers, until the General Government could adopt and carry out measures to suppress the hostile Indians. The Governor at once called upon the military commanding officers in the western counties of Virginia to raise by the first of March, 1791, several small companies for this purpose. At the same time Charles Scott was appointed Brigadier-General of the Kentucky Militia, with authority to raise 226 volunteers, to protect the most exposed portions of that district. A full report of the proceedings of the Virginia Legislature being transmitted to Congress, that body constituted a local Board of War for the district of Kentucky, consisting of five men. March, 1791, Gen. Henry Knox, Secretary of War, sent a letter of instructions to Gen. Scott, recommending an expedition of mounted men not exceeding 750 men, against the Wea towns on the Wabash. With this force Gen. Scott, accordingly, crossed the Ohio, May 23, 1791, and reached the Wabash in about ten days. Many of the Indians, having discovered his approach, fled, but he succeeded in destroying all the villages around Ouiatenon, together with several Kickapoo towns, killing thirty-two warriors and taking fifty-eight prisoners. He released a few of the most infirm prisoners, giving them a "talk," which they carried to the towns further up the Wabash, and which the wretched condition of his horses prevented him from reaching.

March 3, 1791, Congress provided for raising and equipping a regiment for the protection of the frontiers, and Gov. St. Clair was invested with the chief command of about 3,000 troops, to be raised and employed against the hostile Indians in the territory over which his jurisdiction extended. He was instructed by the Secretary of War to march to the Miami village and establish a strong and permanent military post there, also such posts elsewhere along the Ohio as would be in communication with Fort Washington. The post at Miami Village was intended to keep the savages in that vicinity in check, and was ordered to be strong enough in its garrison to afford a detachment of 500 or 600 men in case of emergency, either to chastise any of the Wabash or other hostile Indians or capture convoys of the enemy's provisions. The Secretary of War also urged Gov. St. Clair to establish that post as the first and most important part of the campaign. In case of a previous treaty, the Indians were to be conciliated upon this point, if possible; and he presumed good arguments might be offered to induce their acquiescence. Said he: "Having commenced your march upon the main expedition, and the Indians continuing hostile, you will use every possible exertion to make them feel the effects of your superiority; and, after having arrived at the Miami village and put your works in a defensible state, you will seek the enemy with the whole of your remaining force, and endeavor by all possible means to strike them with great severity."

"In order to avoid future wars, it might be proper to make the Wabash and thence

over to the Maumee, and down the same to its mouth, at Lake Erie, the boundary between the people of the United States and the Indians (excepting so far as the same should relate to the Wyandots and Delawares), on the supposition of their continuing faithful to the treaties; but if they should join in the war against the United States, and your army be victorious, the said tribes ought to be removed without the boundaries mentioned."

Previous to marching a strong force to the Miami town, Gov. St. Clair, June 25, 1791, authorized Gen. Wilkinson to conduct a second expedition, not exceeding 500 mounted men, against the Indian villages on the Wabash. Accordingly, Gen. Wilkinson mustered his forces and was ready July 20, to march with 525 mounted volunteers, well armed, and provided with 30 days' provisions, and with this force he reached the Ke-na-pa-com-a-squa village on the north bank of Eel River, about six miles above its mouth, Aug. 7, where he killed six warriors and took 34 prisoners.

This town, which was scattered along the river for three miles, was totally destroyed. Wilkinson encamped on the ruins of the town that night, and the next day he commenced his march for the Kickapoo town, on the prairie which he was unable to reach owing to the impassable condition of the route which he adopted and the failing condition of his horses. He reported the estimated result of the expedition as follows: "I have destroyed the chief town of the Ouatennon nation, and have made prisoners of the sons and sisters of the king. I have burned a respectable Kickapoo village, and cut down at least 400 acres of corn, chiefly in the milk."

#### EXPEDITIONS OF ST. CLAIR AND WAYNE.

The Indians were greatly damaged by the expeditions of Harmar, Scott and Wilkinson, but were far from being subdued. They regarded the policy of the United States as calculated to exterminate them from the land; and, goaded on by the English of Detroit, enemies of the Americans, they were excited to desperation. At this time the British Government still supported garrisons at Niagara, Detroit and Michilimackinac, although it was declared by the second article of the definite treaty of peace of 1783, that the King of Great Britain would, "with all convenient speed, and without causing any destruction or carrying away any negroes or property of the American inhabitants, withdraw all his forces, garrisons and fleets from the United States, and from every post harbor and place within the same." That treaty also provided that the creditors on either side should meet with no lawful impediments to the recovery to the full value, in sterling money, of all bona fide debts previously contracted. The British Government claimed that the United States had broken faith in this particular understanding of the treaty, and in consequence refused to withdraw its forces from the territory.

The British garrisons in the Lake Region were a source of much annoyance to the Americans, as they afforded succor to the hostile Indians, encouraging them to make raids among the Americans. This state of affairs in the territory northwest of the Ohio, continued from the commencement of the Revolutionary war to 1796, when under a second treaty all British soldiers were withdrawn from the country.

In September, 1791, St. Clair moved from Fort Washington with about 2,000 men, and November 3, the main army, consisting of about 1,400 effective troops, moved forward to the head-waters of the Wabash, where Fort Recovery was afterward erected, and here the army encamped. About 1,200 Indians were secreted a few miles distant, awaiting a favorable opportunity to begin an attack, which they improved on the morning of Nov. 4, about half an hour before sunrise. The attack was first made upon the militia, which immediately gave way. St. Clair was defeated and he returned to Fort Washington with a broken and dispirited army, having lost 39 officers killed, and 539 men killed and missing; 22 officers and 232 men were wounded. Several pieces of artillery and all the baggage, ammunition baggage and provisions were left on the field of battle and fell into the hands of the victorious Indians. The stores and other public property lost in the action were valued at \$32,800. There were also 100 or more American women with the army of the whites, very few of whom escaped the cruel carnage of the savage Indians. The latter, characteristic of their brutal nature, proceeded in the rush of victory to perpetrate the most horrible acts of cruelty and barbarity upon the bodies of the living and the dead Americans who fell into their hands. Believing that the whites had made war for many years merely to acquire land, the Indians crammed clay and sand into the eyes and down the throats of the dying and the dead!

#### GEN. WAYNE'S GREAT VICTORY.

Although no particular blame was attached to Gov. St. Clair for the loss in this expedition, yet he resigned the office of major-general, and was succeeded by Anthony Wayne, a distinguished officer of the Revolutionary war. Early in 1792, preparations were made by the General Government for re-organizing the army, so that it should consist of an efficient degree of strength. Wayne arrived at Pittsburgh in June, where the army was to rendezvous. Here he continued actively engaged in organizing and training his forces until October, 1793, when with an army of about 3,600 men, he moved westward to Fort Washington.

While Wayne was preparing for an offensive campaign, every possible means was employed to induce the hostile tribes of the Northwest to enter into a general treaty of peace with the American Government; speeches were sent among them, and agents to make treaties were also sent, but little was accomplished. Major



Hamtramck, who still remained at Vincennes, succeeded in concluding a general peace with the Wabash and Illinois Indians; but the tribes more immediately under the influence of the British, refused to hear the sentiments of friendship that were sent among them, and tomahawked several of the messengers. Their courage had been aroused by St. Clair's defeat, as well as by the unsuccessful expedition which had preceded it, and they now felt quite prepared to meet a superior force under Gen. Wayne. The Indians insisted on the Ohio River as the boundary line between their lands and the lands of the United States, and felt certain that they could maintain that boundary. Maj. Gen. Scott, with about 1,600 mounted volunteers from Kentucky, joined the regular troops under Gen. Wayne, July 26, 1794, and on the 28th, the united forces began their march on the Indian towns of the Maumee River. Arriving at the mouth of the Auglaize, they erected Fort Defiance, and on August 15, the army advanced toward the British fort at the foot of the rapids of the Maumee, where on the 20th, almost within reach of the British, the American army obtained a decisive victory over the combined forces of the hostile Indians and a considerable number of the Detroit Br. militia. The number of the enemy was estimated at 2,000, against about 900 American troops actually engaged. This horde of savages, as soon as the action began, abandoned themselves to flight and dispersed with terror and dismay, leaving Wayne's victorious army in full and quiet possession of the field. The Americans lost thirty-three killed and one hundred wounded; while the loss of the enemy was more than double this number.

The army remained three days and nights on the banks of the Maumee, in front of the field of battle, during which time all the houses and cornfields were consumed and destroyed for a considerable distance both above and below Fort Miami, as well as within pistol shot of the British garrison, who were compelled to remain idle spectators to this general devastation and conflagration, among which were the houses, stores and property of Col. McKee, the British Indian agent and "principal instigator of the war then existing between the United States and savages." On the return march to Fort Defiance the villages and cornfields for about fifty miles on each side of the Maumee were destroyed, as well as those for a considerable distance around that post.

September 14, 1794, the army under Gen. Wayne commenced its march toward the deserted Miami villages at the confluence of St. Joseph and St. Mary's rivers, arriving October 17, and on the following day the site of Fort Wayne was selected. The fort was completed November 22, and garrisoned by a strong detachment of infantry and artillery, under the command of Col. John F. Hamtramck, who gave to the new fort the name of Fort Wayne. In 1814, a new fort was built on the site of this structure. The Kentucky volunteers returned to Fort Washington and were mustered out of service. Gen. Wayne, with the Federal troops, marched to

Greenville and took up his headquarters during the Winter. Here in August, 1795, after several months of active negotiation, this gallant officer succeeded in concluding a general treaty of peace with all the hostile tribes of the Northwestern Territory. This treaty opened the way for the flood of immigration for many years, and ultimately made the States and Territories now constituting the mighty Northwest.

Up to the organization of the Indiana Territory there is but little history to record apart from those events connected with military affairs. In July 1796, as before stated, after a treaty was concluded between the United States and Spain, the British garrisons, with their arms, artillery and stores were withdrawn from the posts within the boundaries of the United States northwest of the Ohio River, and a detachment of American troops, consisting of sixty-five men, under the command of Capt. Moses Porter, took possession of the evacuated post of Detroit in the same month.

In the latter part of 1796 Winthrop Sargent went to Detroit and organized the county of Wayne, forming a part of the Indiana Territory until its division in 1805, when the Territory of Michigan was organized.

#### REVOLUTIONARY WAR.

By this important struggle the territory of the present State of Michigan was but little affected, the posts of Detroit and Mackinaw being the principal points whence the British operated among the Indians to prejudice them against the "Americans," going so far as to pay a reward for scalps, which the savages, of course, hesitated not to take from defenseless inhabitants. The expeditions made by the Indians for this purpose were even supported sometimes by the regular troops and local militia. One of these joint expeditions, commanded by Capt. Byrd, set out from Detroit to attack Louisville, Ky. It proceeded in boats as far as it could ascend the Maumee, and thence crossed to the Ohio River, on which stream Ruddle's Station was situated, which surrendered at once, without fighting, under the promise of being protected from the Indians; but this promise was broken and all the prisoners massacred.

Another expedition under Gov. Hamilton, the commandant at Detroit, started out in 1778, and appeared at Vincennes, Ind., with a force of thirty regulars, fifty French volunteers and about 400 Indians. At this fort the garrison consisted of only Capt. Helm and one soldier named Henry. Seeing the troops at a distance, they loaded a cannon, which they placed in the open gateway, and Capt. Helm stood by the cannon with a lighted match. When Hamilton with his army approached within hailing distance, Helm called out with a loud voice, "Halt!" This show of resistance made Hamilton stop and demand a surrender of the garrison. "No man," exclaimed Helm, with an oath, "enters here until I know the

terms." Hamilton replied, "You shall have the honor of war." Helm thereupon surrendered the fort, and the whole garrison, consisting of the two already named, marched out and received the customary marks of respect for their brave defense. Hamilton was soon after made to surrender this place to Gen. George Rogers Clark, the ablest American defender in the West. The British soldiers were allowed to return to Detroit; but their commander, who was known to have been active in instigating Indian barbarities, was put in irons and sent to Virginia as a prisoner of war.

The events just related are specimens of what occurred at and in connection with Detroit from the close of Pontiac's war until a number of years after the establishment of American Independence. When the treaty of peace was signed in Versailles in 1783, the British on the frontier reduced their aggressive policy somewhat, but they continued to occupy the lake posts until 1796, on the claim that the lake region was not designed to be included in the treaty by the commissioners, probably on account of their ignorance of the geography of the region. Meanwhile the Indians extensively organized for depredation upon the Americans, and continued to harass them at every point. During this period Alexander McKenzie, an agent of the British Government, visited Detroit, painted like an Indian, and said that he was just from the upper lakes, and that the tribes in that region were all in arms against any further immigration of Americans, and were ready to attack the infant settlements in Ohio. His statement had the desired effect, and encouraged also by an agent from the Spanish settlements on the Mississippi, the Indians organized a great confederacy against the United States. To put this down Gen. Harmar was first sent out by the Government with 1,400 men; but he imprudently divided his army, and he was taken by surprise and defeated by a body of Indians under "Little Turtle." Gen. Arthur St. Clair was next sent out, with 2,000 men, and he suffered a like fate. Then Gen. Anthony Wayne was sent West with a still larger army, and on the Maumee he gained an easy victory over the Indians, within a few miles of a British post. He finally concluded a treaty with the Indians at Greenville, which broke up the whole confederacy. The British soon afterwards gave up Detroit and Mackinaw.

It was a considerable time before the Territory of Michigan now in possession of the United States, was improved or altered by the increase of settlements. The Canadian French continued to form the principal part of its population. The interior of the country was but little known, except by the Indians and the fur traders. The Indian title not being fully extinguished, no lands were brought into market, and consequently the settlements increased but slowly. The State of Michigan at this time constituted simply the county of Wayne in Northwest Territory. It sent one representative to the legislature of that Territory, which was



held at Chillicothe. A court of Common Pleas was organized for the county, and the General Court of the whole Territory sometimes met at Detroit. No roads had as yet been constructed through the interior, nor were there any settlements except on the frontiers. The habits of the people were essentially military, and but little attention was paid to agriculture except by the French peasantry. A representative was sent to the General Assembly of the Northwest Territory at Chillicothe until 1800, when Indiana was erected into a separate Territory. Two years later Michigan was annexed to Indiana Territory, but in 1805 Michigan separated and William Hull was appointed its first Governor.

The British revived the old prejudices that the Americans intended to drive the Indians out of the country, and the latter, under the lead of Tecumseh and his brother Elkwatawa, the "prophet," organized again on an extensive scale to make war upon the Americans. The great idea of Tecumseh's life was a universal confederacy of all the Indian tribes North and South to resist the invasion of the whites; and his plan was to surprise them at all their posts throughout the country and capture them by the first assault. At this time the entire white population of Michigan was about 4,800, four-fifths of whom were French and the remainder Americans. The settlements were situated on the rivers Miami and Raisin, on the Huron of Lake Erie, on the Ecorse Range, and Detroit Rivers, on the Huron of St. Clair, on the St. Clair River and Mackinaw Island. Besides, there were here and there a group of huts belonging to the French fur traders. The villages on the Maumee, the Raisin and the Huron of Lake Erie contained a population of about 1,300; the settlements at Detroit and northward had about 2,200; Mackinaw about 1,000. Detroit was garrisoned by ninety-four men, and Mackinaw by seventy-nine.

#### HULL'S SURRENDER.

Now we have to record an unexplained mystery, which no historian of Michigan can omit, namely, the surrender of Detroit to the British by Gen. Hull, when his forces were not in action and were far more powerful than the enemy. He was either a coward or a traitor, or both. The commander of the British forces, Gen. Brock, triumphantly took possession of the fort, left a small garrison under Col. Proctor, and returned to the seat of his government. In twelve days he had moved with a small army 250 miles against the enemy, effected the surrender of a strong fort and well-equipped army of 2,300 effective men, and one of the Territories of the United States. Hull and the regular troops were taken to Montreal, and the militia were sent to their homes.

In the capitulation, Gen. Hull also surrendered Fort Dearborn, at Chicago, commanding Captain Heald of that place to evacuate and retreat to Fort Wayne. In obedience to this order, the Captain started from the fort with his forces; but

no sooner were they outside the walls than they were attacked by a large force of Indians, who took them prisoners and then proceeded to massacre them, killing thirty-eight out of the sixty-six soldiers, even some of the women and children, two of the former and twelve of the latter. Captain Wells, a white man who had been brought up among the Indians, but espoused the white man's cause, was killed in the massacre.

January 3, 1814, Gen. Hull appeared before a court-martial at Albany, N. Y., where Gen. Dearborn was president. The accused made no objection to the constitution and jurisdiction of this court; its sessions were protracted and every facility was given the accused to make his defense. The three charges against him were treason, cowardice and neglect of duty. Hull was finally acquitted of the high crime of treason, but he was found guilty of the other charges, and sentenced to be shot; but by reason of his services in the Revolution and his advanced age the court recommended him to the mercy of the President, who approved the sentence and dismissed Hull from the service. The accused wrote a long defense, in which he enumerates many things too tedious to relate here.

Even before he was sent to Detroit he was rather opposed to the policy of the Government toward the British of Canada; and, besides, he had been kindly treated by British officers, who helped him across the frontier. Again, the General Government was unreasonably slow to inform the General of the declaration of war which had been made against Great Britain, and very slow to forward troops and supplies. Many things can be said on both sides; but historians generally approve the judgment of the court in his case, as well as of the executive clemency of the President.

#### PERRY'S VICTORY.

The lake communication of Michigan with the East, having been in the hands of the British since Hull's surrender, was cut off by Com. Perry, who obtained a signal naval victory over the British on Lake Erie, September 10, 1813. The Commodore put his fleet at Erie, Pa., under great disadvantages. The bar at the mouth of the harbor would not permit the vessels to pass out with their armament on board. For some time after the fleet was ready to sail, the British commodore continued to hover off the harbor, well knowing it must either remain there inactive or venture out with almost a certainty of defeat. During this blockade, Com. Perry had no alternative, but to ride at anchor at Erie; but early in September the enemy relaxed his vigilance and withdrew to the upper end of the lake. Perry then slipped out beyond the bar and fitted his vessels for action. The British fleet opposed to Com. Perry consisted of the ships "Detroit," carrying nineteen guns; the "Queen Charlotte," seventeen guns; the schooner "Lady Prevost," thirteen guns; the brig "Hunter," ten guns; the sloop "Little Belt," three guns, and the

schooner "Chippewa," one gun and two swivels; and this fleet was commanded by a veteran officer of tried skill and valor.

At sunrise, September 10, while at anchor in Put-in-Bay, the Commodore espied the enemy toward the head of the lake, and he immediately sailed up and commenced action. His flag vessel, the *Lawrence*, was engaged with the full force of the enemy for nearly two hours before the wind permitted the other vessels to come in proper position to help. The crew of this vessel continued the fight until every one of them was either killed or wounded, all the rigging torn to pieces and every gun dismantled. Now comes the daring feat of the engagement which makes Perry a hero. He caused his boat to be lowered, in which he rowed to the *Niagara* amid the storm of shot and shell raging around him. This vessel he sailed through the enemy's fleet with swelling breeze, pouring in her broadsides upon their ships and forcing them to surrender in rapid succession, until all were taken. The smaller vessels of his fleet helped in this action, among which was one commanded by the brave and faithful Capt. Elliott. This victory was one of the most decisive in all the annals of American history. It opened the lake to Gen. Wm. H. Harrison, who had been operating in Indiana and Ohio, and who now crossed with his army to Canada, where he had a short campaign, terminated by the battle of the *Moravian towns*, by which the enemy were driven from the northwestern frontier. A detachment of his army occupied Detroit, September 20, 1813, and October 18, an armistice was concluded with the Indians, then restoring tranquility to the Territory of Michigan. Soon afterward Gen. Harrison left Gen. Cass in command at Detroit and moved with the main body of his army down to the *Niagara* frontier.

Perry's brilliant success gave to the Americans the uncontrolled command of the lake, and September 23, their fleet landed 1,200 men near *Malden*. Col. Proctor, however, had previously evacuated that post, after setting fire to the fort and public storehouses. Commodore Perry in the meantime, passed up to Detroit with the "*Ariel*," to assist in the occupation of that town, while Capt. Elliott, with the "*Lady Prevost*," the "*Scorpion*," and the "*Tigress*," advanced into Lake St. Clair to intercept the enemy's stores. Thus Gen. Harrison, on his arrival at Detroit and *Malden*, found both places abandoned by the enemy, and was met by the Canadians asking for his protection. Tecumseh proposed to the British commander that they should hazard an engagement at *Malden*; but the latter foresaw that he should be exposed to the fire of the American fleet in that position, and therefore resolved to march to the *Moravian towns* upon the *Thames*, near St. Clair Lake, above Detroit, and there try the chance of a battle. His force at this time consisted of about 900 regular troops and 1,500 Indians, commanded by Tecumseh. The American army amounted to about 2,700 men, of whom 120 were regulars, a considerable number of militia, about thirty Indians, and the remainder Kentucky riflemen, well mount-



ed, and mainly young men, full of ardor, and burning with a desire to revenge the massacre of their friends and relatives at the River Raisin. During the following Winter, there were no military movements, except an incursion into the interior of the upper province, by Major Holmes, who was attacked near Stony Creek, and maintained his ground with bravery.

#### CLOSE OF THE WAR.

The war with Great Britain was now (November, 1813), practically closed, so far as the Northwest was concerned, the post at Mackinaw yet remained in the hands of the enemy, but active steps were taken to dispossess the English of this point and drive them wholly from the domain of the United States. The first effort to start an expedition failed; but in the Summer of 1814, a well-equipped force of two sloops of war, several schooners, and 750 land militia, under the command of Commodore St. Clair and Lieut. Colonel Croghan, started for the north. Contrary, however, to the advice of experienced men, the commanders concluded to visit St. Joseph first, and the British, of Mackinaw, heard of their coming, and prepared themselves. The consequence was a failure to take the place. Major Holmes was killed, and the Winnebago Indians, from Green Bay, allies of the British, actually cut out the hearts and liver from the American slain, and cooked and ate them! Com. St. Clair afterward made some arrangements to starve out the post, but his vessels were captured, and the British then remained secure in the possession of the place until the treaty of peace the following Winter.

The war with England formally closed on December 24, 1814, when a treaty of peace was signed at Ghent. The ninth article of the treaty required the United States to put an end to hostilities with all tribes or nations of Indians with whom they had been at war; to restore to such tribes or nations respectively all the rights and possessions to which they were entitled in 1811, before the war, on condition that such Indians should agree to desist from all hostilities against the United States. But in February, just before the treaty was sanctioned by our Government there were signs of Indians accumulating arms and ammunition, and a cautionary order was therefore issued to have all the white forces in readiness for an attack by the Indians, but the attack was not made. During the ensuing Summer and Fall, the United States Government acquainted the Indians with the provisions of the treaty and entered into subordinate treaties of peace with the principal tribes. Just before the treaty of Spring Wells (near Detroit) was signed, the Shawanee Prophet retired to Canada, declaring his resolution to abide by any treaty which the chiefs might sign. Some time afterward he returned to the Shawanee settlement in Ohio, and lastly to the west of the Mississippi, where he died in 1834. The British Government allowed him a pension from 1813 until his death.

## THE TECUMSEH WAR.

If one should inquire who has been the greatest Indian, the most noted, the "principal Indian" in North America since its discovery by Columbus, we would be obliged to answer, Tecumseh. For all those qualities that elevate a man far above his race: for talent, tact, skill and bravery as a warrior; for high-minded, honorable and chivalrous bearing as a man; in a word, for all those elements of greatness which place him along way above his fellows in savage life, the name and fame of Tecumseh will go down to posterity in the West as one of the most celebrated of the aborigines of this continent,—as one who had no equal among the tribes that dwelt in the country drained by the Mississippi. Born to command himself, he used all the appliances that would stimulate the courage and nerve the valor of his followers. Always in the front rank of battle, his followers blindly followed his lead, and as his war-cry rang clear above the din and noise of the battle-field, the Shawnee warriors, as they rushed on to victory or the grave, rallied around him, forever worthy of the steel of the most gallant commander that ever entered the list in the defense of his altar or his home.

The tribe to which Tecumseh, or Tecumtha, as some write it, belonged, was the Shawnee, or Shawanee. The tradition of the nation held that they originally came from the Gulf of Mexico; that they wended their way up the Mississippi and the Ohio, and settled at or near the present site of the Shawneetown, Ill., whence they removed to the upper Wabash. In the latter place, at any rate, they were found early in the 18th century, and were known as the "bravest of the brave." This tribe has uniformly been the bitter enemy of the white man, and in every contest with our people exhibited a degree of skill and strategy that should characterize the most dangerous foe. Tecumseh's notoriety and that of his brother, the Prophet, mutually served to establish and strengthen each other. While the Prophet had unlimited power, spiritual and temporal, he distributed his greatness in all the departments of Indian life with a kind of fanaticism that magnetically aroused the religious and superstitious passions, not only of his own followers, but also of all the tribes in this part of the country; but Tecumseh concentrated his greatness upon the more practical and business affairs of military conquest. It is doubted whether he was really a sincere believer in the pretensions of his fanatic brother; if he did not believe in the pretentious feature of them he had the shrewdness to keep his unbelief to himself, knowing that religious fanaticism was one of the strongest impulses to reckless bravery.

During his sojourn in the Northwestern Territory, it was Tecumseh's uppermost desire of life to confederate all the Indian tribes of the country, against the whites, to maintain their choice hunting-grounds. All his public policy converged toward this single end. In his vast scheme he comprised even all the Indians in

the Gulf country,—all in America west of the Alleghany mountains. He held, as a subordinate principle, that the Great Spirit had given the Indian race all these hunting-grounds to keep in common, and that no Indian or tribe could cede any portion of the land to the whites without consent of all the tribes. Hence, in all his councils with the whites he ever maintained that the treaties were null and void.

When he met Harrison at Vincennes in council the last time, and, as he was invited by the General to take a seat with him on the platform, he hesitated; Harrison insisted, saying that it was the “wish of their Great Father, the President of the United States that he should do so.” The chief paused a moment, raised his tall and commanding form to its greatest height, surveyed the troops and crowd around him, fixed his keen eyes upon Gov. Harrison, and then turning them to the sky above, and pointing toward heaven with his sinewy arm in a manner indicative of supreme contempt for the paternity assigned him, said in clarion tones: “My Father? The sun is my father, the earth is my mother, and on her bosom I will recline.” He then stretched himself, with his warriors on the green sward. The effect was electrical, and for some moments there was perfect silence.

The Governor, then, through an interpreter, told him that he understood that he had some complaints to make and redress to ask, etc., and that he wished to investigate the matter and make restitution whenever it might be decided it should be done. As soon as the Governor was through with this introductory speech, the stately warrior arose, tall, athletic, manly, dignified and graceful, and with a voice at first low, but distinct and musical, commenced a reply. As he warmed up with his subject his clear tones might be heard, as if “trumpet-tongued,” to the utmost limits of the assembly—the most perfect silence prevailed, except when his warriors gave their guttural assent to some eloquent recital of the red-men’s wrong and the white man’s injustice. Tecumseh recited the wrongs which his race had suffered from the time of the massacre of the Moravian Indians to the present; said he did not know how he ever again could be the friend of the white man: that the Great Spirit had given to the Indian all the land from the Miami to the Mississippi, and from the lakes to the Ohio, as a common property to all the tribes in these borders, and that the land could not and should not be sold without the consent of all; that all the tribes on the continent formed but one nation; that if the United States would not give up the lands they had bought of the Miamis and the other tribes, those united with him were determined to annihilate those tribes: that they were determined to have no more chiefs, but in future to be governed by their warriors; that unless the whites ceased their encroachments upon Indian lands, the fate of the Indians was sealed; they had been driven from the banks of the Delaware across the Alleghanies, and their possessions on the Wabash and the Illinois



were now to be taken from them; that in a few years they would not have ground enough to bury their warriors on this side of "Father of Waters;" that all would perish, all their possessions taken from them by fraud or force, unless they stopped the progress of the white man westward; that it must be a war of races in which one or the other must perish; that their tribes had been driven toward the setting sun like a galloping horse (ne-kat-a-kush-e-ka-top-o-lin-to).

The Shawnee language, in which this most eminent Indian statesman spoke, excelled all other aboriginal tongues in its musical articulation; and the effect of Tecumseh's oratory on this occasion can be more easily imagined than described. Gov. Harrison, although as brave a soldier and general as any American, was overcome by his speech. He well knew Tecumseh's power and influence among all the tribes, knew his bravery, courage and determination, and knew that he meant what he said. When Tecumseh was done speaking there was a stillness throughout the assembly which was really painful; not a whisper was heard, and all eyes were turned from the speaker toward Gov. Harrison, who after a few moments came to himself, and recollecting many of the absurd statements of the great Indian orator, began a reply which was more logical, if not so eloquent. The Shawnees were attentive until Harrison's interpreter began to translate his speech to the Miamis and Pottawatomies, when Tecumseh and his warriors sprang to their feet, brandishing their war-clubs and tomahawks. "Tell him," said Tecumseh, addressing the interpreter in Shawnee, "he lies." The interpreter undertook to convey this message to the Governor in smoother language, but Tecumseh noticed the effort and remonstrated, "No, no; tell him he lies." The warriors began to grow more excited, when Secretary Gibson ordered the American troops in arms to advance. This allayed the rising storm, and as soon as Tecumseh's "He lies" was literally interpreted to the Governor, the latter told the interpreter to tell Tecumseh he would hold no further council with him.

Thus the assembly was broken up, and one can hardly imagine a more exciting scene. It would constitute the finest subject for a historical painting to adorn the rotunda of the capitol. The next day Tecumseh requested another interview with the Governor, which was granted on condition that he should make an apology to the Governor for his language the day before. This he made through the interpreter. Measures for defense and protection were taken, however, lest there should be another outbreak. Two companies of militia were ordered from the country, and the one in town added to them, while the Governor and his friends went into council fully armed and prepared for any contingency. On this occasion the conduct of Tecumseh was entirely different from that of the day before. Firm and intrepid, showing not the slightest fear or alarm, surrounded with a military force four times his own, he preserved the utmost composure and equanimity. None

would have supposed that he could have been the principal actor in the thrilling scene of the previous day. He claimed that half the Americans were in sympathy with him. He also said that whites had informed him that Gov. Harrison had purchased land from the Indians without any authority from the Government; that he, Harrison, had but two years more to remain in office, and that if he, Tecumseh, could prevail upon the Indians who sold the lands not to receive their annuities for that time, and the present Governor displaced by a good man as his successor, the latter would restore to the Indians all the lands purchased from them. The Wyandots, Kickapoos, Pottawattomies, Ottawas and the Winnebagoes, through their respective spokesmen, declared their adherence to the great Shawnee warrior and statesman. Gov. Harrison then told them that he would send Tecumseh's speech to the President of the United States and return the answer to the Indians as soon as it was received. Tecumseh then declared that he and his allies were determined that the old boundary line should continue; and that if the whites crossed it, it would be at their peril. Gov. Harrison replied that he would be equally plain with him and state that the President would never allow that the lands on the Wabash were the property of any other tribes than those who had occupied them since the white people first came to America; and as the title to the lands lately purchased was derived from those tribes by a late purchase, he might rest assured that the right of the United States would be supported by the sword. "So be it" was the stern and haughty reply of the Shawnee chieftain, as he and his braves took leave of the Governor and wended their way in Indian file to their camping ground. Thus ended the last conference on earth by the chivalrous Tecumseh and the hero of the battle of Tippecanoe. The bones of the first lie bleaching on the battlefield of the Thames, and those of the last in a mausoleum on the banks of the Ohio; each struggled for the mastery of his race, and each no doubt was equally honest and patriotic in his purposes. The weak yielded to the strong, the defenseless to the powerful, and the hunting-ground of the Shawnee is all occupied by his enemy.

Tecumseh, with four of his braves, immediately embarked in a birch canoe, descended the Wabash, and went on to the South to unite the tribes of that country in a general system of self-defense against the encroachment of the whites. His emblem was a disjointed snake, with the motto "Join or die!" In union alone was strength.

Before Tecumseh left the Prophet's town at the mouth of the Tippecanoe River, on his excursion to the South, he had a definite understanding with his brother and the chieftains of the other tribes in the Wabash country, that they should preserve perfect peace with the whites until his arrangements were completed for a confederacy of the tribes on both sides of the Ohio and on the Mississippi River; but

it seems that while he was in the South engaged in his work of uniting the tribes of that country some of the Northern tribes showed signs of fight and precipitated Harrison into that campaign which ended in the battle of Tippecanoe, and the total rout of the Indians. Tecumseh, on his return from the South, learning what had happened, was overcome with chagrin, disappointment, and anger, and accused his brother of duplicity and cowardice; indeed, it is said, he never forgave him to the day of his death. A short time afterward, on the breaking out of the war with Great Britain, he joined Proctor, at Malden, with a party of his warriors, and was killed at the battle of the Thames, October 5, 1813, by a Mr. Wheatly, as we are positively informed by Mr. A. J. James, now a resident of La Harpe township, Hancock County, Illinois, whose father-in-law, John Pigman, of Coshocton County, Ohio, was an eye-witness. Gen. Johnson has generally had the credit of killing Tecumseh.

#### THE BLACK HAWK WAR.

The excitement which this war caused throughout the settlements of Michigan was such as would appear incomprehensible at the present time. Macomb County was no exception to the general rule, although her French citizens maintained a dignified equanimity.

On the morning of May 10, 1832, the news of Black Hawk's advance reached Col. J. D. Davis' camp at Plymouth, and was carried thence into the homes of Macomb by a dozen of busy gossipers. At each village the number of Indians was increased by these *faithful couriers* until, at length, when the news reached Mt. Clemens, it was to the effect that Black Hawk and 80,000 warriors were encamped at *that moment* on Pigeon Prairie.

The men liable to military service in the county were called out, but on learning that the seat of war was several hundred miles west, that the reports were entirely exaggerated; that the Sacs and Foxes were scattered or slain, then, and only then did the white warriors of Macomb return to their homes.

#### THE TOLEDO WAR.

The convention to form a State Constitution met on the second Monday in May, 1835, in the city of Detroit, performing their duties and adjourning the 24th of the same month. In giving their boundaries they made the southern the same as recognized by the ordinance of 1787, and as understood when the Territory was formed. The constitution framed by the convention was submitted to the people and by them approved, after which it was sent to Congress for its action, not doubting but Michigan would be admitted as a State as soon as Congress assembled.

To this boundary Ohio entered her protest by her delegation in Congress, and



by her State Legislature and Executive, and at once organized her civil powers through and over the disputed territory, which was about six miles wide on the Indiana line, and eight or nine miles at the Maumee River. Congress rejected the application on the 15th of June, 1836, and submitted a proposition to the people of the Territory July 25 of the same year, fixing the southern boundary where it now is, and in consideration therefor the following grants were to be made:

- 1st. Section 16 of every township for the use of schools.
- 2d. Seventy-two sections for a State University.
- 3d. Five sections to build a State Capitol.
- 4th. Twelve salt springs, with six sections of land to each, for the general uses of the Territory.

5th. Five per cent. of net proceeds of public lands, when sold, for public roads and canals.

6th. Alteration of northern boundaries so as to include the upper peninsula.

While this question of boundary was pending in Congress, great excitement sprang up among the people on both sides, so great, indeed, as to lead to what was known as the Toledo War.

To get a clear insight into the ways and methods by which the first pioneers of the country managed questions affecting their local interests, we can do no better than to adopt, in these pages, the story of each participant, and from these draw our own conclusions as to the right. Michigan says: The approaching organization of the State Government invested the disputed question with pressing importance, and hostilities on the disputed territory soon became active. In February, 1835, the Legislature of Ohio passed an act extending the jurisdiction of that State over the territory in question, organized townships and directed them to elect officers in April following. It also directed Gov. Lucas to appoint three commissioners to survey and re-mark the Harris line, and named April 1 as the time when the work should commence. Gov. Mason anticipated this action of the Ohio Legislature by an act of the Legislative Council making it a criminal offense, punishable by a heavy fine, or by imprisonment, for any one to attempt to exercise any official functions, or to accept any office within the jurisdiction of the Territory of Michigan by virtue of any authority not derived from said Territory or from the United States. Gov. Mason directed Gen. Brown, then in command of the militia of the Territory, to hold himself in readiness to take the field should Ohio attempt to carry out the instructions of her Legislature. On the 31st of March, Governor Lucas, with his commissioners, and Gen. Bell of the Ohio militia, arrived at Perrysburg, on their way to commence the survey and re-marking of the Harris line. Here they proceeded to muster a force of 600 volunteers, who were organized and went into camp at Fort Miami to await the Governor's orders.

In the meantime Gov. Mason with Gen. Brown had raised a force from eight to twelve hundred strong, and were in possession of Toledo. When Gov. Lucas observed the determined bearing of the Michigan braves, and took note of their numbers, he found it convenient to content himself for a time "with watching over the border." Several days were passed in this exhilarating employment, and just when he had made up his mind to do something rash, two Commissioners arrived from Washington, on a mission of peace. They remonstrated with Gov. Lucas and reminded him of the consequences to himself and State if he attempted to gain possession by force. After several conferences with both Governors the Commissioners submitted the following propositions for their consideration: 1st. That the Harris line should be run and re-marked pursuant to the act of the Legislature of Ohio, without interruption. 2d. The civil elections under the laws of Ohio having taken place throughout the disputed territory, the people therein should be left to their own government, obeying the one jurisdiction or the other as they might prefer, without molestation from either side until the close of the next session of Congress.

Gov. Lucas accepted the proposition at once, and disbanded his forces, regarding the proposition as coming from the President, through the Commissioners, and under his control. Gov. Mason, on the other hand, refused to accede to the arrangements, declined to compromise rights or surrender jurisdiction, but partially disbanded his forces, holding a sufficient number in readiness to meet any emergency that might arise. Gov. Lucas now supposed his way clear, and that he could re-mark the Harris line without molestation, and he accordingly ordered the Commissioners to proceed with the work.

In the meanwhile President Jackson had referred the matter to Attorney General Butler, as to his authority over the contending parties, and the validity of the act of the Ohio Legislature and the act of the Legislative Council under which the respective parties were claiming authority.

The report of the Attorney General was decidedly in favor of Michigan. The weak point in Ohio's claim was a violation of the act of 1805 creating that Territory, and in subsequent acts passed for her government.

Notwithstanding this, Gov. Lucas proceeded to run the line, commencing at the northwest corner of the disputed tract. Gov. Mason and Gen. Brown had kept a watchful eye, and when the surveying party got within the county of Lucas, the under-sheriff of that county, armed with a warrant, and supported by a posse, suddenly made his appearance and succeeded in arresting a portion of the party. The rest, including the Commissioners, took to their heels and were soon beyond the disputed territory. Arriving at Perrysburg, they reported their valor and escape from the overwhelming attack of Gen. Brown, and their missing comrades all

killed or taken prisoners, to Gov. Lucas, he in turn reporting to the President. The President thereupon sent a copy to Gov. Mason, and asked for a statement of facts from the officers engaged in the transaction. Accordingly, the undersheriff made a very amusing report, setting forth the fact that it was a civil process, issued by a Justice of the Peace, that under it he had arrested nine persons, without bloodshed or trouble, and closing with the statement that the Commissioners had made very good time, that they had reached Perrysburg with nothing more serious than the loss of hats and their clothing, like Gov. Marey's breeches, without the patch.

This summary breaking up of the surveying party created intense excitement throughout Ohio. An extra session of the Legislature was called, a law was passed against the abduction of any of her citizens, making it a penal offense punishable by not less than three nor more than seven years in the penitentiary. They also passed an act organizing the county of Lucas, fixing the county-seat at Toledo, and directing the court for the county to be held at any convenient house therein. They accepted the propositions of the President's Commissioners, and made an appropriation of \$600,000 to carry these laws into effect over the disputed territory.

It was evident that Ohio was aroused—that her State pride had been wounded. The idea that the young Territory of Michigan, with her stripling Governor, should successfully defy the great State of Ohio, with a million of inhabitants and her aged Governor, was one that the people could not endure with patience or equanimity.

In the meantime the authorities of Michigan were active in sustaining their authority on the disputed ground. Prosecutions for holding office under Ohio were conducted with great vigor; for a long time the people of Monroe county were kept busy assisting the sheriff in executing his processes and making arrests in Toledo. Suit after suit was commenced, and each was the breeder of a score of others. The officers of Ohio made feeble attempts to retaliate, but were generally unsuccessful. Sometimes these arrests were attended with danger, always with great difficulty. An instance is related of Major Stickney's arrest, which created great amusement at the time. He and his family fought valiantly, but were overpowered by numbers. He was requested to mount a horse, but flatly refused. He was put on by force, but he would not sit there. Finally, two men were detailed to walk beside him and hold his legs, while a third led the horse. After making half the distance in this way, they tied his legs under the horse and thus got him in jail. An attempt was made to arrest his son, Two Stickney. A scuffle ensued, in which the officer was stabbed with a knife, but the wound did not prove dangerous, and it is believed that this was the only blood shed during the war. The officer let go his hold, and Stickney fled to Ohio. He was indicted



by the grand jury of Monroe County, and a requisition was made on the Governor of Ohio for his rendition, but the Governor refused to give him up.

On one occasion an officer attempted to arrest a man in the night. The man had but a moment's warning, and sought safety in flight. He reached the Maumee River, threw himself on a saw log, and with hands and feet paddled himself in safety to the other shore.

A very pious man was elected a justice of the peace, and fled to the woods, where he lived many days in a sugar shanty. It was currently reported, and generally believed by the Ohio partisans, that a miracle had been wrought in his behalf,—that “robin red-breasts” brought him his daily food and drink. The belief in this miracle strengthened the cause of Ohio in many quarters very materially.

The report of the stabbing by Two Stickney and the statement that Gov. Lucas was protecting him made great impression on the mind of the President. Both sides were becoming more importunate, and after investigating the difficulties fully he recommended to Gov. Mason that no obstruction should be made to the re-marking of the Harris line, that all prosecutions under the Territorial act of February should be discontinued, and no others commenced until the next session of Congress. This recommendation had no effect on Gov. Mason. He was determined to protect his Territory and her jurisdiction at all hazards. Prosecutions went on as before. When the President became aware of this he superseded Gov. Mason as Secretary of Michigan, and appointed Charles Shaler, of Pennsylvania, as his successor. He also advised Gov. Lucas to refrain from any jurisdiction over the Territory pending the action of Congress. This check by the President was a great blow to Gov. Lucas. The eyes of the country were upon him, and he felt it incumbent on him to perform some act of jurisdiction in order to save himself from the imputation of having backed down. A happy thought struck him at an opportune moment. The Legislature of Ohio had organized a county and ordered court to be held at Toledo on the 7th of September. To hold this court in the face and eyes of the military force of Gov. Mason and the recommendation of the President to abstain therefrom would be a grand achievement,—an act of jurisdiction greater than the re-marking of the Harris line. With him this was the thing to be done, and calling to his aid the Adjutant General of the State, they devised a plan, and it was put into his hands to manage. He called out a regiment to protect the judges in the discharge of their duty. The judges met on Sunday, the 6th of September, at Maumee, a few miles from Toledo. They were to proceed to Toledo the next morning, under the escort that had been provided for them, and hold court. Some time during the evening a scout who had been sent out by the colonel of the regiment returned from Toledo and reported that 1,200 men under command of

Gen. Brown, were in Toledo ready to demolish court, soldiers and all, in case of an attempt to open it. This report turned out to be false, but it immediately subdued all the valor of the judges, as well as that of the regiment that was to escort them. But it would not do to back out,—the honor and the dignity of the State must be maintained; besides, they would be laughed if they did not hold court. But the judges hesitated at undertaking so daring an exploit. The colonel of the regiment finally came to the Governor's assistance. He upbraided the judges for their cowardice and hesitation, and proposed to take the honor of the State into his own keeping. Stepping in front of his regiment, he called for volunteers for a hazardous undertaking. A few brave men answered the call. The trembling judges placed themselves under the charge of this "forlorn hope," and at three o'clock on Monday morning, Sept. 7, 1835, they sneaked into Toledo, hunted up a school-house, held court about two minutes, and then ran for dear life back to Maumee.

Thus did the State of Ohio triumph over her enemies. Thus did her patriotic sons sustain her dignity. Thus did her brave soldiers throw themselves in the imminent and deadly breach.

It is needless to say that Gov. Mason and Gen. Brown were surprised and chagrined. They had an ample force within reach to prevent the holding of a court, as courts are generally held, but they were unacquainted with Ohio legal practice, and did not look for midnight tribunals held in dark school-rooms or out-houses.

But little remains to be said in reference to the war. A volume might be written relating to the incidents of that bloodless struggle and the story of the privations endured by the citizen soldiers,—privations which were relieved by raids on hen-coops, melon patches, and potato fields. The ludicrous incidents, the hair-breadth escapes, by field and flood, would be interesting to many, but space forbids more.

Ohio says: This fired the heart of the young Governor, Stevens T. Mason; his loyalty and zeal would not brook such an insult. The militia at his disposal was called early into requisition early in the Spring of 1835. They were first put upon the trail of the commissioners, and actually routed them and took several of the party prisoners, on the line some ten miles east of Morenci. These they held for a few days, then discharged some on parole and others on bail, to answer in the district court.

But the end was not yet. A majority of those living on the disputed territory, in Monroe County, were late emigrants from Ohio and Pennsylvania, and they were thoroughly impressed with the importance to them of being a part of Ohio. The port of Toledo was just opening to the traffic of the lakes; the States of Ohio and Indiana were ready to bring in the Wabash Canal, provided it could tap the

lake on Ohio's soil; and, besides, Ohio was already quite an old State, and would be able to develop the territory much quicker,—that in fact the territorial interest was all centred at Detroit, and Toledo, if it remained to Michigan, would only be a dependency paying tribute.

With these sentiments prevailing, the Governor of Ohio was induced to put in force the laws of the State. Proclamation was issued giving boundaries to towns and counties, and for the election of civil officers. The elections were held, officers were chosen, and they assumed their duties. The militia was organized and commenced drilling. In short, we had two active and efficient governments, each striving to excel, and, as may be naturally inferred, the relations between them were not of a very friendly character,—the one acting as informers to Gov. Mason, the other mostly engaged in procuring bail to be relieved from arrests, preferring to have their transgressions settled by the courts of the country to an open and violent conflict of arms.

The Governor's quick, impulsive nature would brook this *double-entendre* no longer. The General Government did not respond to his call. Ohio would not stop at his bidding. The subjects were disloyal and refractory in their every act. Therefore, it became him as Governor to put a quietus on the whole difficulty. Accordingly, he called out the militia of the Territory, to the number of about 1,500 strong, early in the month of September, 1835, to prevent any further inroads upon the territory in dispute, and particularly to prevent the holding of circuit court in Lucas County, which had just been organized, with Toledo as the county seat, where the first session of the court was appointed to be held.

This call was responded to readily in many parts of the Territory, a very few perhaps from this county. They rendezvoused in Monroe County, and thence marched to Tremainsville, on the afternoon before the court was to convene, where they bivouacked for the night. They were here three miles out from the objective point, and much hard work was to be done in a very short time to meet the emergencies of the morrow, for an army was to be organized out of the material presented. Upon inspection it was found that some had muskets, others had clubs, but most had trusty rifles. These were assigned to companies and battalions, and in the morning marshaled for inspection by the commander-in-chief. They were by him pronounced "*au fait*" and ordered to march to the scene of the conflict.

In entering the city they actually marched by the door where the court "of which they were in search" was in full operation, without knowing it. They had expected to find it guarded by an army that would be worthy of their steel. But where? oh, where could they be? They certainly could not be in Toledo, for the great army of our noble commander-in-chief covered the whole city and some of its



suburbs. There could be but one conclusion. They had of course hied themselves to the spot whence they came, and must be now on their way through the defiles of the black swamp. A council of war was held; the surroundings looked dark; they had come for blood and without it there could be no remission, the enemy having ignobly fled the field. The usages of war would therefore make their way clear, and reprisals would be in order. If they would not let the issue be decided by force of arms, they could expect nothing less, and must abide by these rules which had been recognized by all nations from time immemorial. In this strait, it did not take our brave commander long to decide. His forces were soon marshaled, formed in two battalions, the one ordered to make reprisals on the cellars and larders of the inhabitants, the others to move upon the magazines and commissary of the enemy, that a *wag* had informed them were stored in a barn owned by Platt Card, known as one of the moving spirits in the rebellion, and who was then under bonds to answer for what he had heretofore done in inciting it.

This last work was not to be trusted to raw recruits, or committed to an inferior officer; it was virtually the conquering of an army, and then who knew how strongly it was guarded within, or what might be the dangers of an approach. That the work might be quick and effectual it was decided that our brave commander should lead the fray.

In reconnoitering the premises, all was still; yet there were certain holes in the walls, reminding them of the port-holes in ancient forts, and in which they fancied they saw grim messengers of death staring them boldly in the face. This could be endured no longer; the order was quickly given and a broad-side was poured into the pine siding of the barn,—a thud, a groan, followed by a few thumps, and all was still as death. Approaches were made stealthily and cautiously until they reached the door, which obeyed the mandate of the hand and readily swung on its hinges. To the surprise of our noble commander and his comrades in arms, they found they had captured a very fine horse, as the warm blood flowing from many bullet-holes attested. They had come for blood as a sacrifice to sprinkle the altar of their loyalty and devotion to their country, and who at this late day will deny that they found it?

Returning to headquarters it was found that the other battalion had made a very successful raid, especially in the line of Major Stickney's wine-cellar, and from some others, that gave a more exhilarating beverage, sufficient was obtained with which to soften and wash down the hard army biscuit, of which it may be inferred their knapsacks contained an ample supply. Night approaching, each drew his cloak around him and gave himself to pleasant dreams over the experiences and escapes of the last twelve hours.

On the following morning an order was issued from the Governor disbanding the forces, allowing each to find his way home as best he could. Thus ended the great Toledo war, and all strife on the disputed tract.

Looking at this question at a later day, when all had become calm and serene, we can discover little occasion for either party to get up and shake themselves like young lions. It was a matter that belonged entirely to Congress. If they had been so imprudent as to let Ohio in her boundaries embrace territory to which she had no claim, it was her duty, and justice required her to correct the error. That it was an error on the part of the National Legislature to allow Ohio to assume the functions and duties of a State, merely from her enabling act, without submitting her constitution for inspection and approval, none will doubt. That the Territorial officers were hasty and inconsiderate in their action, assuming responsibilities that did not belong to them, few question. That the final adjustment of the whole question between the parties has resulted to the benefit of each, and especially to Michigan, all cheerfully admit.

In this war many of the old settlers of Macomb participated. Fortunately, the old soldiers of the young State lost little or no blood, and all were permitted to return to their homes in peace.

#### THE PATRIOT WAR.

It will be remembered by the pioneers of Michigan, and not only by them, but by all others, of that time along the frontier line between the United States and Canada, that during the Winter of 1837-38, occurred what was known as the "Patriotic War." The object of this war was understood to be a revolution that should separate the British possessions of Canada from the mother country that they might erect themselves into sovereign and independent States.

In consequence of the financial crash and hard times then prevailing there were many adventurous, reckless and idle persons in the States who took part with the Patriots. The anxiety that grew out of our Revolutionary war and the war of 1812, toward the British, may have slumbered, but was not forgotten, and it took but little to awaken that old feeling. It was revived along the whole length of the frontier, and was not confined to our side only; it was fully reciprocated by our loyal neighbors. At that time, as it may be now, there were many half-pay English military officers who would have hailed a war between the United States and England as a God-send to them; for in that event they would be restored to active service on full pay and stand their chances for promotion. The hostile feeling had reached such a degree of intensity that General Scott was ordered to the frontier with troops. The steamer *Carolina*, that was supposed to be in the service of the Patriots, was captured in the Niagara River by the British forces, and sent over the falls and it was supposed with part of the crew on board. The Patriots had at that

time a considerable force on Navy Island. A rocket brigade was stationed at Windsor. Occasional musket shots were fired from Windsor into Detroit, and a correspondence was opened between the authorities on each side with a view to stop this recklessness. The late Adjutant-General John E. Schwartz conducted the correspondence on the part of Michigan. He read it to the writer of this paper. About this time, I visited Detroit, stopping at the National Hotel, as the Russell House was then called, and before I had time to warm myself I met Col. Smith, then a member of the Legislature, from Monroe County, who invited me into the back parlor, where I met Gov. Mason, who ordered me back to Ann Arbor to raise a company of militia and report to Col. Smith who was then under orders from the Governor to march down the Detroit river and break up the encampment of Patriots in the neighborhood of Gibraltar, a small village near the mouth of the river, and drive them away. I had also an order, addressed to the late Col. Slingerland, to muster his (the 5th) regiment from which to recruit my company by volunteers, if possible, or by draft. The Colonel issued his orders and did his duty, but so strong was the sympathy in favor of the Patriots and against the English, that not over thirty men out of about 600 composing the regiment obeyed the Colonel's order. Of course I was obliged to report my inability to report the company ordered. My recollection is that Colonel Smith made a similar report and the encampment remained undisturbed. Gen. Ed. Clark states, that "the leaders of the Patriots had organized a secret society known as Hunters, with lodges in every village along the frontier. They had their secret signs, grips and pass-words, and were sworn to secrecy. A large proportion of the able-bodied men were Hunters, that is, members of hunters' lodges. I mention these facts to show the state of public feeling with regard to the Patriot war and the reason that Gov. Mason could not furnish the necessary force to march on the Patriot encampment and disperse the force there encamped. Before the close of navigation an expedition was organized by Brigadier General Theller, of the Patriot service, for the purpose of capturing Fort Malden. He embarked in the sloop Ann, and when she arrived off the fort was fired into and her rigging so cut up that she became unmanageable and drifted ashore. The General and Colonel Dodge and the crew were taken prisoners. That Winter a landing of a Patriot force was made on the Canada shore above Windsor, and a battle fought which proved disastrous to the invaders. Another battle was fought at Point au Pelee, where the Patriots were victors. From these facts it can be seen that the magazine was ready and needed but a spark to explode it—that is, to involve the country in war.

When these events were taking place, but before the fight at Point au Pelee, General Sutherland, of the Patriot army, made his appearance at Ann Arbor in full uniform and posted hand-bills notifying the public that he would address them at



the court-house on the subject of the Patriot war. The court-room was filled and the General was listened to with respect and attention. Before the meeting dispersed a committee was appointed to wait on the General at his quarters, to confer with him. The writer was one of that committee. The committee called on the General that evening at his room, and spent an hour or two with him. From Ann Arbor he went to Manchester to address the good people of that village. His object was to get men and means to carry on the war. A short time afterward I received a package of papers from the General. Among them were enlistment rolls and a long letter. He wished me to join the Patriot army and raise a battalion of men for the Patriot service, but ostensibly as volunteer militia, hold elections for commissioned officers as directed by the militia laws of Michigan, and apply to Gov. Mason for commissions. He said that as I was a personal and political friend of the Governor there would be no difficulty in getting the commissions. This accomplished, I was to put myself and battalion under the orders of the General, and as soon as the Detroit River was frozen over so as to make a passage safe, he would give me an order for arms, ammunitions, blankets, etc., and he would direct when and where the invasion should take place. I confess to a complete surprise—more, I was astonished. We were almost entire strangers to each other; we had never met except at Ann Arbor, and then only for an hour or two, and knew nothing of each other's antecedents. During the visit of the committee at the General's room I endeavored to draw him into a conversation upon military subjects, tactics, history, etc., but he evaded it, and I formed a small opinion of his military capacity or knowledge. And when he divulged to me, an almost entire stranger, his plan of operations, I lost confidence in him as a military leader. I remembered of reading an anecdote of Washington who was asked by an intimate friend and true Whig what his plan of campaign was. Washington asked, "Can you keep a secret?" "Yes, General." "So can I," was the response. When the legislative committee visited General Jackson and demanded of him his plan for the defense of New Orleans, he raised a lock of hair from his head and said, "Gentleman, if I supposed this lock of hair knew what was passing in my brain on that subject, I would cut it off and burn it."

I have described the feeling along the dividing line between the States and Canada. I remember that Sutherland said that one of his principal objects was to involve the two countries in war with each other. Doing this he would attain the height of his ambition. I believe there would have been but little difficulty in raising the number of men to fill the four companies required, and it seemed plain to me, that after receiving our commissions, and before the ink of the Governor's signature was fairly dry on them, Sutherland would have ordered a forward movement at a place where we would have been met by an overwhelming force and been compelled

to surrender. I could come to no other conclusion than that Sutherland was false to the cause he pretended to espouse. If we had been taken prisoners, of course we would have claimed the treatment of prisoners of war. This may have been accorded to us in consideration of our commissions and we not have been hanged as Cunningham, Linn, Lount and others were. If the invasion had taken place, that might have been regarded by our Canadian neighbors as a commencement of hostilities on the part of the United States, and as a sufficient justification for the Rocket Brigade to open on Detroit and burn it. At that time there were no troops there except the Brady Guards, an excellent company of volunteer militia of less than 100 men. What the consequences would have been if Sutherland's order had been obeyed others may infer. I remembered that Sutherland told me that he had called meetings and made speeches through Oakland County as he had in Washtenaw. My duty seemed plain and simple, and I lost no time in going to Detroit with this package of papers. I found the Governor in his office in the old capitol, and as soon as we were left alone I told him my errand and laid the papers before him. He read them attentively and arose from his chair and walked the office for some minutes without uttering a word. It was plain to be seen that a storm was brewing. At length it burst out in language more forcible than polite, too forcible for me to repeat in this paper. My impression was that if Sutherland had been present he would have felt the weight of the Governor's arm. A more angry man I have seldom seen. After the engagement at Point au Pelee occurred, Sutherland, under the pretense of joining the victorious patriots at the Point, attempted to pass Fort Malden with a horse and cutter on the ice and was captured by some of the garrison of the fort which he probably intended to be, and with Theller and Col. Dodge was held as a prisoner until the Spring opened, when the three were taken to Quebec and confined in a cell in one of the fortresses there. Theller and Dodge made their escape from the prison, and, after returning, Theller told me that on their journey down, which was by private conveyance (there were no railroads then), he and Dodge were confined in jails nights, but Sutherland was entertained at hotels. On reaching their prison, the three were shut up in the same cell for awhile, but so strong were their impressions that Sutherland was in British pay and a traitor to the Patriot cause that they laid plans to get rid of him. They believed him a spy on them; they found him a coward and so worked upon his fears until he was removed. After Theller and Dodge had the cell to themselves, they applied themselves to work and effected their escape and returned to Michigan. The Canadian struggle for national independence was unsuccessful.

Another expedition was planned at Detroit for the capture of Fort Malden, and was to sail from that city under the command of a general from Cleveland. It had been ascertained that the garrison was lodged in the Queen's warehouse at the

foot of the wharf, and the officers quartered at hotels in the village of Amherstburg, and that at night there was but a small force on guard at the fort. Three steamboats were to be employed, and when they arrived off the fort one boat was to lay across the head of the wharf, and the other two, one on each side; one party should march directly to the fort and take it; the second should capture the garrison in the warehouse; and the third should capture the officers. This was to be done in the night. And however feasible the plan was, it was hinted that the General lacked the nerve to undertake it. It was like the cause, a failure. After the escape of Theller and Dodge, Sutherland was set at liberty, without trial and without punishment.

#### THE MEXICAN WAR.

There are few records extant of the action of Michigan troops in the Mexican war. That many went there and fought well, are points conceded; but their names and country of nativity are hidden away in United States archives where it is almost impossible to find them.

The soldiers of this State deserve much of the credit of the memorable achievements of Co. K, Third Dragoons, and Co.'s A, E and G of the U. S. Infantry. The former two of these companies, recruited in this State, were reduced to one-third their original number.

In May, 1846, our Governor was notified by the War Department of the United States to enroll a regiment of volunteers, to be held in readiness for service whenever demanded. At this summons, thirteen independent volunteer companies, eleven of infantry and two of cavalry, at once fell into line. Of the infantry, four companies were from Detroit, bearing the honored names of Montgomery, Lafayette, Scott, and Brady upon their banners. Of the remainder Monroe tendered two, Lenawee County three, St. Clair, Berrien and Hillsdale each one, and Wayne County an additional company. Of these alone the veteran Bradys were accepted and ordered into service.

In addition to these, ten companies, making the First Regiment of Michigan Volunteers, springing from various parts of the State, but embodying to a great degree the material of which the first volunteers was formed, were not called for until October following. This regiment was soon in readiness and proceeded to the seat of war.

#### THE WAR OF 1861-65.

As soon as the President called for troops to suppress the Rebellion in April, 1861, the loyal people of the Peninsular State promptly responded and furnished the quota assigned. Austin Blair, a man peculiarly fitted for the place during the emergency, was Governor, and John Robertson, Adjutant-General. The people of Michigan have ever since been proud of the record of these two men during the



war, but this does not exclude the honor due all the humble soldiery who obediently exposed their lives in defense of the common country. Michigan has her full share of the buried dead in obscure and forgotten places all over the South as well as in decent cemeteries throughout the North. It was Michigan men that captured Jeff Davis, namely: the 4th Cavalry, under Col. B. F. Pritchard; and it was Michigan men that materially aided in the successful capture of Wilkes Booth, the assassin of the martyred Lincoln.

The census of this State for 1860 showed a population of 751,110. The number of able-bodied men capable of military service was estimated in official documents of that date at 110,000. At the same time the financial embarrassment of the State was somewhat serious, and the annual tax of \$226,250 was deemed a grievous burden. But such was the patriotism of the people that by December 23, 1862, an aggregate of 45,569 had gone to battle, besides 1,400 who had gone into other States and recruited. By the end of the war Michigan had sent to the front 90,747, or more than four-fifths the estimated number of able-bodied men at the beginning! The military history of the county deals very fully with this subject.

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## CHAPTER VI.

### POLITICAL HISTORY.

Previous to the formation of the Northwestern Territory, the country within its bounds was claimed by several of the Eastern States, on the ground that it was within the limits indicated by their charters from the English Crown. In answer to the wishes of the Government and people, these States in a patriotic spirit surrendered their claims to this extensive territory, that it might constitute a common fund to aid in the payment of the national debt. To prepare the way for this cession, a law had been passed in October, 1780, that the territory so to be ceded should be disposed of for the common benefit of the whole Union; that the States erected therein should be of suitable extent, not less than 100 nor more than 150 miles square; and that any expenses that might be incurred in recovering the posts then in the hands of the British should be reimbursed. New York released her claims to Congress, March 1, 1781; Virginia, March 1, 1784; Massachusetts, April 19, 1785, and Connecticut, September 4, 1786.

Under the French and British dominion, the points occupied on the eastern boundary of what is now the State of Michigan were considered a part of New France, or Canada. Detroit was known to the French as Fort Pontchartrain.

The military commandant, under both governments, exercised a civil jurisdiction over the settlements surrounding their posts. In 1796, when the British garrisons at Detroit and Mackinaw were replaced by detachments by General Wayne, Michigan became a part of the Northwestern Territory and was organized as the county of Wayne, entitled to one Representative in the General Assembly, held at Chilli-cothe. In 1800, Indiana was made a separate Territory, embracing all the country west of the present State of Ohio, and of an extension of the western line of that State due north to the territorial limits of the United States. In 1802, the peninsula was annexed to the Territory of Indiana, and in 1805 Michigan began a separate existence. That part of the Territory that lies east of a north and south line through the middle of Lake Michigan was formed into a distinct government, and the provisions of the ordinance of 1787 continued to regulate it. Under this Constitution the executive power was vested in a governor, the judicial in three judges, and the legislative in both united; the officers were appointed by the General Government, and their legislative authority was restricted to the adoption of laws from the codes of the several States. This form of government was to continue until the Territory should contain 5,000 free white males of full age. It then became optional with the people to choose a legislative body, to be supported by them; but subsequent legislation by Congress more liberally provided a legislature at the expense of the general Government and also added to privileges in the elective franchise and eligibility to office; as, for example, under the ordinance a freehold qualification was required, both on the part of the elector and of the elected.

The first officers of the territory of Michigan were: Wm. Hull, governor; Augustus B. Woodward, chief judge; Frederick Bates, Sr., assistant judge and treasurer; John Griffin, assistant judge; Col. James May, marshal; Abijah Hull, surveyor; Peter Audrain, clerk of the legislative board. May 5, 1807, Joseph Watson was appointed Legislative Secretary; in November, 1806, Elijah Brush was appointed Treasurer, to succeed Mr. Bates, and the books of the office were delivered over on the 26th of that month; and William McDowell Scott was appointed Marshal in November, 1806, to succeed Col. May. The latter never held the office of Judge of the Territory, but about 1800-3 he was Chief Justice of the Court of Common Pleas. Augustus Breevort Woodward was a native of Virginia; was appointed a Judge of the Territory in 1805, his term of office expired February 1, 1824. He was soon afterward appointed Judge of the Territory of Florida, and three years after that he died. The grand scheme of "Catholepistemiad," or State University of Michigan, with its numerous names described under sesquipedalian names from the Greek, owed its origin to Judge Woodward.

John Griffin was appointed Assistant Judge in 1807, his term of office expir-

ing February 1, 1824, when he was re-appointed for four years, and February 1, 1828, he was appointed Territorial Secretary.

When, in 1818, Illinois was admitted into the Union, all the territory lying north of that State and of Indiana was annexed to Michigan. In 1819 the territory was authorized to elect a delegate to Congress, according to the present usage with reference to territories; previous to this time according to the ordinance of 1787, a territory was not entitled to a delegate until it entered upon the "second grade of Government," and the delegate was then to be chosen by the General Assembly.

In 1823 Congress abolished the legislative power of the Governor and Judges, and granted more enlarged ones to a council, to be composed of nine persons selected by the President of the United States from eighteen chosen by the electors of the territory; and by this law, also, eligibility to office was made co-existent with the right of suffrage as established by the act of 1819; also the judicial term of office was limited to four years. In 1825 all county officers, except those of a judicial nature, were made elective, and the appointments which remained in the hands of the executive were made subject to the approval of the legislative council. In 1827 the electors were authorized to choose a number of persons for the legislative council, which was empowered to enact all laws not inconsistent with the ordinance of 1787. Their acts, however, were subject to abolishment by Congress, and to veto by the territorial executives. When Gen. Wm. Hull arrived at Detroit to assume his official duties as Governor, he found the town in ruins, it having been destroyed by fire. Whether it had been burned by design or accident was not known. The inhabitants were without food and shelter, camping in the open fields; still they were not discouraged, and soon commenced rebuilding their houses on the same site. Congress also kindly granted the sufferers the site of the old town of Detroit and 10,000 acres of land adjoining. A territorial militia was organized, and a code of laws was adopted similar to those of the original State. This code was signed by Gov. Hull, Augustus B. Woodward and Frederick Bates, Judges of the Territory, and was called the "Woodward code."

At this time the bounds of the Territory embraced all the country on the American side of the Detroit River, east of the north and south line through the center of Lake Michigan. The Indian land claims had been partially extinguished previous to this period. By the treaty of Fort McIntosh, in 1785, and that of Fort Harmar, in 1787, extensive cessions had been either made or confirmed, and, in 1807, the Indian titles to several tracts became entirely extinct. Settlements having been made under the French and English Governments, with irregularity or absence of definite surveys and records, some confusion sprang up in regard to the titles of valuable tracts. Accordingly, Congress established a Board of Commissioners to examine and settle these conflicting claims, and, in 1807, another act



was passed, confirming, to a certain extent, the titles of all such as had been in possession of the lands then occupied by them from the year 1796, the year of the final evacuations by the British garrisons. Other acts were subsequently passed, extending the same conditions to settlements on the upper lakes.

As chief among the fathers of this State we may mention Gov. Lewis Cass, Gabriel Richard, Stevens T. Mason, Augustus B. Woodward, John Hornell, William Woodbridge, John Biddle, William A. Fletcher, Elon Farnsworth, Solomon Sibley, Benjamin B. Kircheval, John R. Williams, George Morrell, Daniel Goodwin, Augustus S. Porter, Benjamin F. H. Witherell, Jonathan Sheaver and Charles C. Trowbridge, all of Wayne County; Edmund Munday, James Kingsley and Alpheus Felch, of Washentaw; Ross Wilkins and John J. Adam, of Lenawee; Warner Wing, Charles Noble and Austin E. Wing, of Monroe County; Randolph Manning, O. D. Richardson and James B. Hunt, of Oakland; Henry R. Schoolcraft, of Chippewa; Albert Miller, of the Saginaw Valley; John Stockton, Robert P. Eldridge and Christian Clemens, of Macomb; Lucius Lyon, Charles E. Stuart, Edwin H. Lathrop, Epaphroditus Ransom and Hezekiah G. Wells, of Kalamazoo; Isaac E. Crary, John D. Pierce and Oliver C. Comstock, of Calhoun; Kinsley S. Bingham, of Livingston; John S. Barry, of St. Joseph; Charles W. Whipple, Calvin Britain and Thomas Fitzgerald, of Berrien, Bunce, of St. Clair, and George Redfield, of Cass. These men and their compeers shaped the policy of the State, and decided what should be its future. They originated all and established most of the great institutions which are the evidences of our advanced civilization, and of which we are so justly proud.

#### ADMINISTRATION OF GEN. CASS.

At the close of the war with Great Britain in 1814, an era of prosperity dawned upon the infant territory. Gen. Lewis Cass, who had served the Government with great distinction during the war, was appointed Governor. The condition of the people was very much reduced, the country was wild, and the British flag still waved over the fort at Mackinaw. There was nothing inviting to immigrants except the mere facts of the close of the war and the existence of a fertile soil and a good climate. The Indians were still dangerous, and the country was still comparatively remote from the centers of civilization and government. Such a set of circumstances was just the proper environment for the development of all those elements of the "sturdy pioneer," which we so often admire when writing up Western history. Here was the field for stout and brave men; here was the place for the birth and education of real Spartan men,—men of strength, moral courage and indomitable perseverance.

At first, Gen. Cass had also the care of a small portion of Canada opposite

Detroit, and he had only twenty-seven soldiers for defending Detroit against the hostile Indians and carrying on the whole government. Believing that a civil governor should not be encumbered also with military duty, he resigned his brigadier-generalship in the army. But as Governor he soon had occasion to exercise his military power, even to act on the field as commander, in chasing away marauding bands of Indians. The latter seemed to be particularly threatening at this time, endeavoring to make up in yelling and petty depredations what they lacked in sweeping victory over all the pale-faces.

In times of peace Gov. Cass had high notions of civilizing the Indians, encouraging the purchase of their lands, limiting their hunting grounds to a narrow compass, teaching them agriculture and mechanics, and providing the means for their instruction and religious training. The policy of the French and English had been to pacify them with presents and gewgaws, merely to obtain a temporary foothold for the purpose of carrying on the fur trade. Those benefited by the trade lived thousands of miles away, and had no interest in the permanent development of the country. The United States Government, on the other hand, indorsed Gov. Cass' policy, which was to result in the development of the country and the establishment of all the arts of peace. Govs. Cass and Harrison were accordingly empowered to treat with the Indians on the Miami and Wabash; and, July 20, a treaty was signed with the Wyandottes, Senecas, Shawnees, Miamis and Delawares, which restored comparative tranquility. During the Summer, however, there was Indian war enough to call out all Gov. Cass' men, in aid of Gen. Brown on the Niagara.

Indians can never remain long at peace, whatever may be the obligations they assume in treaty making. Gen. Cass often headed his forces in person, and drove the hostile tribes from place to place until they finally retreated to Saginaw.

An attempt was made to recover Mackinaw from the English in July of this year (1814), but the British works were too strong; however, the establishments at Saint Joseph and Sault Ste. Marie were destroyed. In the following Winter the final treaty of peace was ratified between England and the United States. The population of the Territory at this time was not over 5,000 or 6,000, scattered over a vast extent, and in a state of great destitution on account of the calamities of war. Scarcely a family, on resuming the duties of home, found more than the remnants of former wealth and comfort. Families had been broken up and dispersed; parents had been torn from their children, and children from each other; some had been slain on the battle-field, and others had been massacred by the ruthless savages. Laws had become a dead letter, and morals had suffered in the general wreck. Agriculture had been almost abandoned and commerce paralyzed; food and all necessities of life were scarce, and luxuries unknown. Money was

difficult to get, and the bank paper of Ohio, which was almost the sole circulating medium, was twenty-five per cent. below par.

Such was the gloomy state of domestic affairs when Gen. Cass assumed the office of Governor. Besides, he had the delicate task of aiding in legislation and of being at the same time the sole executive of the law. In 1817, he made an important treaty with the Indians, by which their title was extinguished to nearly all the land in Ohio, and a great portion in Indiana and Michigan. This treaty attached the isolated population of Michigan to the State of Ohio, made the Territorial Government in a fuller sense an integral member of the Federal Union, and removed all apprehension of a hostile confederacy among the Indian tribes along the lake and river frontier.

Hitherto there had not been a road in Michigan, except the military road along the Detroit River; but as the Indian settlements and lands could not now be interposed as a barrier, Gen. Cass called the attention of Congress to the necessity of a military road from Detroit to Sandusky, through a trackless morass called the Black Swamp.

Congress passed an act requiring that 2,000,000 acres of land should be surveyed in the Territory of Louisiana, the same amount in the Territory of Illinois, and the same amount in the Territory of Michigan, in all 6,000,000 acres, to be set apart for the soldiers in the war with Great Britain. Each soldier was to have 160 acres of land fit for cultivation. The surveyors under this law reported that there were no lands in Michigan fit for cultivation! This unconscionable report deterred immigration for many years, and the Government took the whole 6,000,000 acres from Illinois and Missouri. The language of that report is so remarkable that we must quote it: "The country on the Indian boundary line, from the mouth of the Great Auglaize river and running thence for about fifty miles, is (with some few exceptions) low, wet land, with a very thick growth of underbrush, intermixed with very bad marshes, but generally very heavily timbered with beech, cottonwood, oak, etc., thence continuing north and extending from the Indian boundary eastward, the number and extent of the swamps increase, with the addition of numbers of lakes, from twenty chains to two and three miles across. Many of the lakes have extensive marshes adjoining their margins, sometimes thickly covered with a species of pine called 'tamarack,' and other places covered with a coarse, high grass, and uniformly covered from six inches to three feet (and more at times) with water. The margins of these lakes are not the only places where swamps are found, for they are interspersed throughout the whole country and filled with water, as above stated, and varying in extent. The intermediate space between these swamps and lakes, which is probably near one-half of the country, is, with a very few exceptions, a poor, barren, sandy land on which scarcely any vegetation



grows except very small, scrubby oaks. In many places that part which may be called dry land is composed of little, short sand-hills, forming a kind of deep basins, the bottoms of many of which are composed of a marsh similar to the above-described. The streams are generally narrow, and very deep compared with their width, the shores and bottoms of which are, with a very few exceptions, swampy beyond description; and it is with the utmost difficulty that a place can be found over which horses can be conveyed with safety.

"A circumstance peculiar to that country is exhibited in many of the marshes by their being thinly covered with a sward of grass, by walking on which evinced the existence of water or a very thin mud immediately under their covering, which sinks from six to eighteen inches from the pressure of the foot at every step, and at the same time rising before and behind the person passing over. The margins of many of the lakes and streams are in a similar situation, and in many places are literally afloat. On approaching the eastern part of the military lands, toward the private claims on the straits and lake, the country does not contain so many swamps and lakes, but the extreme sterility and barrenness of the soil continues the same. Taking the country altogether, so far as has been explored, and to all appearances, together with the information received regarding the balance, it is so bad there would not be more than one acre out of a hundred, if there would be one out of a thousand, that would in any place admit of cultivation."

It is probable that those Government surveyors made a lazy job of their duty, and depended almost entirely on the fur-traders, who were interested in keeping settlers out of the country. But we must make allowance, too, for the universal ignorance existing at that time of the methods of developing the Western country which modern invention has brought to bear since the days of our grandfathers. We must remember that our Western prairies were counted worth nothing, even by all the early settlers.

By the year 1818, some immigrants crowded in and further explored and tested the land; and in March, this year, Gov. Cass called for the views of the inhabitants upon the question of changing the civil authority by entering upon the second grade of Territorial government. A vote was taken and a majority was found to be against it; but for the purpose of facilitating immigration and settlement, Gov. Cass recommended to the Secretary of the Treasury that the lands in the district of Detroit be at once brought into market. The Department immediately complied, and the lands were offered for sale the following Autumn. Immigration was now increased more than ever before, and the permanent growth of the country became fully established.

In 1819, the people were allowed to elect a delegate to Congress. The population was now 8,806 in the whole Territory, distributed as follows: Detroit, 1,459,

not including the garrison; the Island of Mackinaw, still the entrepot of the fur trade, a stationary population of about 450, sometimes increased to 2,000 or over; Sault Ste. Marie, fifteen or twenty houses, occupied by French and English families.

The year 1819 was also rendered memorable by the appearance of the first steamboat on the lakes, the "Walk-in-the-water," which came up Lake Erie and went on to Mackinaw.

Up to this time no executive measure had been taken by the people to avail themselves of the school lands appropriated by the ordinance of 1787, except the curious act passed by the Governor and judges establishing the "Catholepistemiad," or University of Michigan, with thirteen "didaxia," or professorships. The scheme for the institution was a grand one, described by quaint, sesquipedalian technicalities carried from the Greek language, and the whole devised by that unique man, Judge Woodward. The act is given in full in the Territorial laws of Michigan, compiled and printed a few years ago. It was Judge Woodward, also, who laid out the plan of Detroit, in the form of a cobweb, with a "Campus Martius" and a grand circus, and avenues radiating in every direction, grand public parks and squares, etc. Centuries would be required to fulfill his vast design. Like authors and artists of ancient Greece and Rome, he laid the foundations of grand work for posterity, more than the passing generation.

Settlements now began to form at the points where now are the cities of Ann Arbor, Ypsilanti, Jackson, Tecumseh and Pontiac. There were still some annoyances by the Indians. The Sacs and Foxes annually made their appearance to obtain presents from the English at Malden, and as they passed along they would commit many depredations. This practice of the British Government had a tendency to prejudice the Indians against the Americans, and it thus became necessary to take some measures for removing the Indians beyond British influence, or otherwise putting a stop to this dangerous custom. Accordingly, in the Fall of 1819, Gov. Cass desired the government at Washington to cause a more thorough exploration to be made of the lake region, estimating the number and influence of the Indians, their relations, prejudices, etc., with a view to the further extinguishment of Indian title to land, etc.; but the Government deemed it advisable at this time only to take ten miles square at Sault Ste. Marie for military purposes, and some islands near Mackinaw, where beds of plaster had been found to exist. However, the General Government soon ordered an expedition to be fitted out for such an exploration as Gov. Cass desired, to travel with birch canoes. The men composing the expedition were Gen. Cass and Robert A. Forsyth, his private secretary; Capt. D. B. Douglass, topographer and astronomer; Dr. Alex. Walcott, physician; James D. Doty, official secretary; and Charles C. Trowbridge, assistant topographer. Lieut. Evans Mackey was commander of the escort, which consisted of ten U. S. soldiers.

Besides these there were ten Canadian voyageurs to manage the canoes, and ten Indians to act as hunter. The latter were under the direction of James Riley and Joseph Parks, who were also to act as interpreters. The party left Detroit, March 24, 1820, and reached Michilimackinac, June 6. On leaving this place, June 14, twenty-two soldiers, under the command of Lieut. John S. Pierce, were added to the party, and the expedition now numbered sixty-four persons. They reached the Sault Ste. Marie the 16th, where Gen. Cass called the Indians (Chippewas) together, in order to have a definite understanding with them considering the boundary lines of the land grants, and thereby renew also their sanction of former treaties. At first the Indians protested against the Americans having any garrison at the place, and some of them grew violent and almost precipitated a general fight, which would have been disastrous to Gen. Cass' party, as the Indians were far more numerous; but Cass exhibited a great degree of coolness and courage, and caused more deliberate counsels to prevail amongst the savages. Thus the threatened storm blew over. The next day the expedition resumed its journey, on Lake Superior, passing the "pictured rocks," and landing at one place where there was a band of friendly Chippewas. June 25, they left Lake Superior, ascended Portage River and returned home by way of Lake Michigan, after having traveled over 4,000 miles.

The results of the expedition were: a more thorough knowledge of a vast region, and of the numbers and disposition of the various tribes of Indians; several important Indian treaties, by which valuable lands were ceded to the United States; a knowledge of the operations of the Northwest Fur Company, and the selection of sites for a line of military posts.

As the greater want of the people seemed to be roads, Congress was appealed to for assistance, and not in vain, for that body immediately provided for the opening of roads between Detroit and the Miami River, from Detroit to Chicago, and from Detroit to Fort Gratiot, and for the improvement of La Plaisance Bay. Government surveys were carried into the Territory. Two straight lines were drawn through the center of the Territory, east and west, and north and south, the latter being denominated the principal meridian, and the former the base line. The Territory was also divided into townships of six miles square.

In 1821, there was still a tract of land lying south of Grand River which had not yet been added to the United States, and Gov. Cass deemed it necessary to negotiate with the Indians for it. To accomplish this work he had to visit Chicago, and as a matter of curiosity we will inform the reader of his most feasible route to that place, which he can contrast with that of the present day. Leaving Detroit, he descended to the mouth of the Maumee River; he ascended that river and crossed the intervening country to the Wabash; descended that stream to the Ohio; down the latter to the Mississippi, and up this and the Illinois rivers to Chicago. At this



council the American Commissioners were Gen. Cass and Judge Sibley, of Detroit. They were successful in their undertaking, and obtained a cession of the land in question. On this occasion the Indians exhibited in a remarkable manner their appetite for whisky. As a preliminary step to the negotiations, the commissioners ordered that no spirits should be given to the Indians. The chief of the latter was a man of about a hundred years old, but still of a good constitution. The commissioners urged every consideration to convince him and the other Indians of the propriety of the course they had adopted, but in vain. "Father," said the old chieftain, "we do not care for the land, nor the money, nor the goods: what we want is whisky; give us whisky." But the commissioners were inexorable, and the Indians were forced to content themselves.

This year (1821) also two Indians were hanged for murder. There was some fear that the event would be made by the British an occasion of arousing Indian atrocities in the vicinity, and the petition for the pardon of the wretches was considered by Gov. Cass with a great deal of embarrassment. He finally concluded to let the law take its course, and, accordingly, Dec. 25, the murderers were hanged.

In 1822 six new counties were created, namely, Lapeer, Sanilac, Saginaw, Shiawassee, Washtenaw and Lenawee; and they contained much more territory than they do at the present day. This year the first stage line was established in the Territory, connecting the county seat of Macomb County with the steamer "Walk-in-the-Water" at Detroit.

In 1823, Congress changed the form of Territorial government, abrogating the abrogating power of the governor and judges and establishing a system of "Legislative Council," to consist of nine members, appointed by the President of the United States out of eighteen candidates elected by the people. By the same act the term of judicial office was limited to four years, and eligibility to office was made to require the same qualifications as right to suffrage. The people now took new interest in their government, and felt encouraged to lay deep the foundations of future prosperity. The first legislative council under the new regime met at Detroit, June 7, 1824, when Gov. Cass delivered his message reviewing the progress of the Territory, calling attention to the needs of popular education, and recommending a policy of governmental administration. During this year he also called the attention of the General Government to the mineral resources of the Superior region, and asked for governmental explorations therein. At its second session after this, Congress authorized a commission to treat with the Indians of the upper peninsula for permission to explore that country.

In 1825, the Erie Canal was completed from the Hudson River to Buffalo, N. Y., and the effect was to increase materially the flow of people and wealth into the

young Territory of Michigan. The citizens of the East began to learn the truth concerning the agricultural value of this peninsula, and those in search of good and permanent homes came to see for themselves, and afterwards came with their friends or families to remain as industrious residents, to develop a powerful State. The number in the Territorial Council was increased to thirteen, to be chosen by the President from twenty-six persons elected by the people. In 1827 an act was passed authorizing the electors to choose their electors directly, without the further sanction of either the President or Congress. The power of enacting laws was given to the council, subject, however, to the approval of Congress and the veto of the Governor. This form of Territorial government remained in force until Michigan was organized as a State in 1837. William Woodbridge was Secretary of the Territory during the administration of Gov. Cass, and deserves great credit for the ability with which he performed the duties of his office. In the absence of the chief executive he was Acting Governor, and a portion of the time he represented the Territory as a delegate to Congress. In 1828 he was succeeded by James Witherell, and in two years by Gen. John T. Mason. In 1831 Gen. Cass was appointed Secretary of War in the Cabinet of President Jackson, after having served Michigan as its chief executive for eighteen years. He had been appointed six times, running through the presidency of Madison, Monroe and John Q. Adams, without any opposing candidate or a single vote against him in the Senate. He faithfully discharged his duties as Indian Commissioner, and concluded nineteen treaties with the Indians, acquiring large cessions of territory in Ohio, Indiana, Illinois, Wisconsin and Michigan. He was a practical patriot, of whom the people of the peninsular State feel justly proud. Probably more than any other man Gen. Cass was the father of Michigan.

#### GEN. GEORGE B. PORTER'S ADMINISTRATION.

On the promotion of Gov. Cass to a seat in the Cabinet of President Jackson, and his consequent resignation as Governor of Michigan, Gen. George B. Porter was appointed Governor in July, 1831, and Sept. 22 following he entered upon the duties of the office. The population of the Territory at this time was about 35,000, prosperity was reigning all around, and peace everywhere prevailed, except that in 1832 the Black Hawk War took place in Illinois, but did not affect this peninsula. In this war, however, Gov. Porter co-operated with the other States in furnishing militia. While Gov. Porter was the chief executive, Wisconsin was detached from Michigan and erected into a separate Territory; many new townships were organized, and wagon roads opened and improved; land began to rise rapidly in value, and speculators multiplied. The council provided for the establishment and regulation of common schools, incorporated the Lake Michigan Steamboat Com-

pany," with a capital of \$40,000, and incorporated the first railroad company in Michigan, the "Detroit & Saint Joseph Railroad Company," since called the "Michigan Central." The original corporators were John Biddle, John R. Williams, Charles Larned, John Gilbert, Abel Millington, Job Gorton, John Allen, Anson Brown, Samuel W. Dexter, W. E. Perrine, William A. Thompson, Isaac Crary, O. W. Golden, Caleb Eldred, Cyrus Lovell, Calvin Brittain and Talman Wheeler. The Act of Incorporation required that the road should be completed within thirty years; this condition was complied with in less than one-third of that time. The same council also incorporated the "Bank of the River Raisin," with a branch at Pontiac. Previous to this two other banks had been chartered, namely—the "Bank of Michigan," in 1817, with a branch at Bronson, and the "Farmers and Mechanics' Bank of Michigan," with a branch at Saint Joseph.

The Legislative Council of 1834 also authorized a vote of the residents to be taken on the question of organizing as a State and becoming a member of the Union; but the vote was so light and the majority so small that Congress neglected to consider the matter seriously until two years afterward.

During Porter's administration a change was made in the method of disposing the public lands, greatly to the benefit of the actual settlers. Prior to 1820 the Government price of land was \$2 an acre, one-fourth to be paid down, and the remainder in three annual instalments; and the land was subject to forfeiture if these payments were not promptly made. This system having been found productive of many serious evils, the price of land was put \$1.25 an acre, all to be paid at the time of purchase. This change saved a deal of trouble. During the administration of Gov. Porter occurred the "Black Hawk" war, mainly in Illinois, in 1832, which did not affect Michigan to any appreciable extent, except to raise sundry fears by the usual alarms accompanying war gossip. A few volunteers probably went to the scene of action from this Territory, but if any systematic account was ever kept of this service, we fail to find it.

In October, 1831, Edwin Jerome left Detroit with a surveying party composed of John Mullet, surveyor, and Utter, Brink and Peck, for that portion of Michigan Territory lying west of Lake Michigan, now Wisconsin. Their outfit consisted of a French pony team and a buffalo wagon to carry tent, camp equipage, blankets, etc. Most of the way to the southeast corner of Lake Michigan they followed a wagon track or Indian trail, and a cabin or an Indian hut to lodge in at night; but west of the point mentioned they found neither road nor inhabitant. They arrived at Chicago in a terrible rain, and "put up" at the fort. This far-famed city at that time had but five or six houses, and they were built of logs. Within a distance of three or four miles of the fort the land was valued by its owners at 50 cents an acre.

After twenty-three days' weary travel through an uninhabited country, fording



and swimming streams and exposed to much rainy weather, they arrived at Galena, where they commenced their survey, but in two days the ground froze so deep that further work was abandoned until the next Spring. The day after the memorable Stillman battle with Black Hawk, while the Mullet party were crossing the Blue Mounds, they met an Indian half-chief, who had just arrived from the Menominee camps with the details of the battle. He stated the slain to be three Indians and eleven whites. The long shaking of hands and the extreme cordiality of this Indian alarmed Mullet for the safety of his party, but he locked the secret in his own heart until the next day. They had just completed a town corner when Mullet, raising himself to his full height, said, "Boys, I'm going in; I'll not risk my scalp for a few paltry shillings." This laconic speech was an electric shock to the whole company. Mr. Jerome, in describing his own sensations, said that the hair of his head became then as porcupine quills, raising his hat in the air and himself from the ground, and the top of his head became as sore as a boil.

July 6, 1834, Gov. Porter died, and the administration devolved upon the Secretary of the Territory, Stevens T. Mason, during whose time occurred the "Toledo war."

#### ADMINISTRATION OF GOV. HORNER.

It appears that Mr. Shaler did not accept the governorship of Michigan, and John S. Horner, of Virginia, was soon afterward appointed Secretary and Acting Governor. He proved to be rather unpopular with the people of Michigan, and the following May he was appointed Secretary of Wisconsin Territory. He carried on a lengthy correspondence with Gov. Lucas, which resulted in a discontinuance of all the suits that had grown out of the Toledo war, except the demand for Stickney. Gov. Lucas persisted in refusing to deliver him up; but it seems that, finally, no trouble came of the affair.

The first Monday in October, 1835, the people of Michigan ratified the Constitution, and by the same vote elected a full set of State officers. Stevens T. Mason was elected Governor, Edward Mundy Lieutenant Governor, and Isaac E. Crary Representative in Congress. The first legislature under the Constitution was held at Detroit, the capital, on the first Monday in November, and John Norvell and Lucius Lyon were elected United States Senators. A regular election was also held under the Territorial law for delegate to Congress, and George W. Jones, of Wisconsin, received the certificate of election, although it is said that William Woodbridge received the highest number of votes. John S. Horner, the Territorial Governor, was still in office here; and this singular mixture of Territorial and State government continued until the following June, when Congress formally received Michigan into the Union as a State, and Horner was sent to Wisconsin, as before noted. This Act of Congress

conditioned that the celebrated strip of territory over which the quarrel had been so violent and protracted, should be given to Ohio, and that Michigan might have as compensation the upper peninsula. That section of country was then known only as a barren waste, containing some copper, no one knew how much. Of course this decision of Congress was unsatisfactory to the people of this State. This was the third excision of territory from Michigan, other clippings having been made in 1802 and 1816. In the former year more than a thousand square miles were given to Ohio, and in the latter year nearly 1,200 square miles were given to Indiana. Accordingly, Gov. Mason convened the Legislature July 11, 1836, to act on the proposition of Congress. The vote stood twenty-one for acceptance and twenty-eight for rejection. Three delegates were appointed to repair to Washington, to co-operate with the representatives there for the general interest of the State; but before Congress was brought to action on the matter, other conventions were held in the State to hasten a decision.

Stevens T. Mason was the first Governor of this State, having been elected (Governor of the State prospectively) in 1835, as before noted, and he held the office until January, 1840. This State, at the time of its admission into the Union, had a population of about 200,000; its area was about 40,000 square miles, which was divided into thirty-six counties.

Nearly the first act passed by the Legislature was one for the organization and support of common schools. Congress had already set apart one section of land in every township for this purpose, and the new State properly appreciated the boon. In March of the same year (1837) another act was passed establishing the University of Michigan, of which institution we speak more fully on subsequent pages. This Legislature also appropriated \$20,000 for a geological survey, and appointed Dr. Douglass Houghton State Geologist. For the encouragement of internal improvements, a board of seven commissioners was appointed, of which the Governor was made president. This board authorized several surveys for railroads. Three routes were surveyed through the State, which eventually became, respectively, the Michigan Central, the Michigan Southern, and the Detroit & Milwaukee. The latter road, however, was originally intended to have Port Huron for its eastern terminus. The next year appropriations were made for the survey of the Saint Joseph, Kalamazoo and Grand Rivers, for the purpose of improving the navigation.

In 1839 the militia of the State was organized, and eight divisions, with two brigades of two regiments each, were provided for. This year, also, the State prison at Jackson was completed. Nearly 30,000 pupils attended the common schools this year, and for school purposes over \$18,000 was appropriated. Agriculturally, the State yielded that year 21,944 bushels of rye, 1,116,910 of oats, 6,422

of buckwheat, 43,826 pounds of flax, 524 of hemp, 89,619 head of cattle, 11,059 head of horses, 22,684 head of sheep, and 109,096 of swine.

Gov. William Woodbridge was the chief executive from January, 1840, to February, 1841, when he resigned to accept a seat in the United States Senate. J. Wright Gordon was Lieutenant Governor, and became Acting Governor on the resignation of Gov. Woodbridge.

During the administration of these men, the railroad from Detroit to Ann Arbor, a distance of forty miles, was completed; branches of the university were established at Detroit, Pontiac, Monroe, Niles, Kalamazoo, Grand Rapids, Jackson, White Pigeon and Tecumseh. The material growth of the State continued to increase, proportionally more rapidly than even the population, which now amounted to about 212,000.

John S. Barry succeeded Gov. Gordon in the executive chair, serving from 1841 to 1845.

In 1842 the university was opened for the reception of students, and the number of pupils attending the common schools was officially reported to be nearly 58,000.

In 1843 a land office was established at Marshall for the whole State.

In 1844, the taxable property of the State was found to be in value \$28,554,282, the tax being at the rate of two mills on the dollar. The expenses of the State were only \$70,000, while the income from the two railroads was nearly \$300,000.

In 1845, the number of inhabitants in the State had increased to more than 300,000.

Alpheus Felch served as Governor from 1845 to 1847. During his time the two railroads belonging to the State were sold to private corporations,—the Central for \$2,000,000, and the Southern for \$500,000. The exports of the State amounted in 1846 to \$4,647,608. The total capacity of vessels enrolled in the collection district at Detroit was 26,928 tons, the whole giving employment to 18,000 seamen. In 1847 there were thirty-nine counties in the State, containing 435 townships; and 275 of these townships were supplied with good libraries, containing, in the aggregate, 37,000 volumes. In the Spring of 1846, on the account of Northern and Eastern immigration into Texas, with tastes and habits different from the native Mexicans, a war was precipitated between the United States and Mexico; and for the prosecution of this war Michigan furnished a regiment of volunteers, commanded by Thomas W. Stockton, and one independent company, incurring a total expense of about \$10,500. March 3, 1847, Gov. Felch resigned to accept a seat in the United States Senate, when the duties of his office devolved upon William S. Greenly, under whose administration the Mexican war was closed.

Epaphroditus Ransom was Governor from 1847 to November, 1849. During



his administration the Asylum for the Insane was established at Kalamazoo, and also the Institute for the Blind, and the Deaf and Dumb at Flint. Both these institutions were liberally endowed with lands, and each entrusted to a board of five trustees. March 31, 1848, the first telegraph line was completed from New York to Detroit.

John S. Barry, elected Governor of Michigan for the third time, succeeded Gov. Ransom, and his term expired in November, 1851. While he was serving this term a normal school was established at Ypsilanti, which was endowed with lands, placed in charge of a board of education, consisting of six persons; a new State constitution was adopted, and the great "railroad-conspiracy" case was tried. This originated in a number of lawless depredations upon the property of the Michigan Central Railroad Company, terminating with the burning of the depot at Detroit in 1850. The next year thirty-seven men were brought to trial, and twelve of them were convicted. The prosecution was conducted by Alexander D. Fraser, of Detroit, and the conspirators were defended by William H. Seward, of New York. Judge Warner Wing presided.

Robert McClelland followed Barry as Governor, serving until March, 1853, when he resigned to accept the position of Secretary of the Interior, in the Cabinet of Pres. Pierce. Lieut.-Gov. Andrew Parsons, consequently, became Acting Governor, his term expiring in November, 1854.

In the Spring of 1854, during the administration of Acting Gov. Parsons, the "Republican party," at least as a State organization, was first formed in the United States "under the oaks" at Jackson, by anti-slaverymen of both the old parties. Great excitement prevailed at this time, occasioned by the settling of Kansas and the issue thereby brought up whether slavery should exist there. For the purpose of permitting slavery there, the "Missouri compromise" (which limited slavery to the south of 36 degrees 30 minutes) was repealed, under the lead of Stephen A. Douglas. This was repealed by a bill admitting Kansas and Nebraska into the Union as Territories, and those who were opposed to this repeal measure were, in short, called "anti-Nebraska," were temporarily employed to designate the slavery and anti-slavery parties, pending the dissolution of the old Democratic and Whig parties and the organization of the new Democratic and Republican parties. At the next State election Kinsley S. Bingham was elected by the Republicans Governor of Michigan, and this State has ever since then been under Republican control, the State officers of that party being elected by majorities ranging from 5,000 to 55,000. And the people of this State generally, and the Republicans in particular, claim that this commonwealth has been as well taken care of since 1855 as any State in the Union, if not better, while preceeding 1855 the Democrats administered the government as well as any other State, if not better. As a single though

signal proof of the high standard of Michigan among her sister States, we may mention that while the taxes in the New England States, New York, New Jersey and Pennsylvania average \$10.09 per capita, while in Massachusetts the average is \$17.10 per inhabitant, and while in the West the average is \$6.59, in Michigan it is only \$4.57. At the same time it is generally believed, even by the citizens of sister States, that Michigan is the best-governed commonwealth in the Union.

Kinsley S. Bingham was Governor from 1854 to 1858. The most notable event during his administration was the completion of the ship canal at the falls of Saint Mary, May 26, 1855. An Act of Congress was approved, granting to the State of Michigan 750,000 acres of land for the purpose of constructing this canal. The "sault," or rapids, of the Saint Mary have a fall of seventeen feet in one mile. The canal is one mile long, 100 feet wide and about twelve feet deep. It has two locks of solid masonry. The work was commenced in 1853, and finished in May, 1855, at a cost of \$999,802. This is one of the most important internal improvements ever made in the State.

Moses Wisner was the next Governor of Michigan, serving from 1858 to November, 1860, at which time Abraham Lincoln was elected President of the United States. National themes began to grow exciting, and Michigan affairs were almost lost in the warring elements of strife that convulsed the nation from center to circumference with a life-and-death struggle.

Austin Blair was the thirteenth Governor of Michigan, serving during the perilous times of the rebellion from 1861 to 1865, and by his patriotic and faithful execution of law and prompt aid of the General Government, earning the well-deserved title of "the War Governor." The particulars of the history of this State in connection with that war we will reserve for the next section.

Henry H. Crapo succeeded Gov. Blair, serving one term. He was elected during the dark hours just before the close of the war, when he found the political sky overcast with the most ominous clouds of death and debt. The bonded debt of the State was \$3,541,149.80, with a balance in the treasury of \$440,047.29. In the single year just closed the State had expended \$823,216.75, and by the close of the first year of his term this indebtedness had increased more than \$400,000 more. But the wise administration of this Governor began materially to reduce the debt, and at the same time fill the treasury. The great war closed during the April after his election, and he faithfully carried out the line of policy inaugurated by his predecessor. The other prominent events during his term of office are systematically interwoven with the history of the various institutions of the State, and they will be found under heads in their respective places.

Henry P. Baldwin was Governor two terms, namely, from January, 1868, to the close of 1872. The period of his administration was a prosperous one for the

State. In 1869 the taxable valuation of real and personal property in the State amounted to \$400,000,000, and in 1871 it exceeded \$630,000,000.

During Gov. Baldwin's time a step was taken to alter the State constitution so as to enable counties, townships, cities and incorporated villages, in their corporate capacity, to aid in the construction of railroads. Bonds had been issued all over the State by these municipalities in aid of railroads, under laws which had been enacted by the Legislature at five different sessions; but a case coming before the Supreme Court involving the constitutionality of these laws, the Bench decided that the laws were unconstitutional, and thus the railroads were left to the mercy of the "soulless" corporations. Gov. Baldwin, in this emergency, called an extra session of the Legislature, which submitted the desired constitutional amendment to the people; but it was by them defeated in November, 1870.

The ninth census having been officially published, it became the duties of the State, in 1872, to make a re-apportionment of districts for the purpose of representation in Congress. Since 1863 Michigan has had six representatives, but the census of 1870 entitled it to nine.

During the last two years of Gov. Baldwin's administration the preliminary measures for building a new State capitol engrossed much of his attention. His wise counsels concerning this much-needed new building were generally adopted by the Legislature, which was convened in extra session in March, 1872.

Ample provisions having been made for the payment of the funded debt of the State by setting apart some of the trust-fund receipts, and such portion of the specific taxes as were not required for the payment of interest on the public debt, the one-eighth mill tax for the sinking fund was abolished in 1870.

The Fall of 1871 is noted for the many destructive conflagrations in the Northwest, including the great Chicago fire. Several villages in this State were either wholly or partially consumed, and much property was burned up nearly all over the country. This was due to the excessive dryness of the season. In this State alone nearly 3,000 families, or about 18,000 persons, were rendered houseless and deprived of the necessities of life. Relief committees were organized at Detroit, Grand Rapids and elsewhere, and in a short time \$462,106 in money and about \$250,000 worth of clothing were forwarded to the sufferers. Indeed, so generous were the people, that they would have given more than was necessary had they not been informed by the Governor in a proclamation that a sufficiency had been raised.

The dedication of the soldiers and sailors' monument at Detroit, April 9, 1872, was a notable event in Gov. Baldwin's time. This grand structure was designed by Randolph Rogers, formerly of Michigan, and one of the most eminent of American sculptors now living. The money to defray the expenses of this undertaking was raised by subscription, and persons in all parts of the State were most liberal



in their contributions. The business was managed by an incorporation established in 1868. The monument is forty-six feet high, and is surmounted by a colossal statue of Michigan in bronze, ten feet in height. She is represented as a semi-civilized Indian queen, with a sword in her right hand and a shield in her left. The dedicatory lines in front are: "Erected by the people of Michigan, in honor of the martyrs who fell and the heroes who fought in defense of liberty and union." On the monument are many beautiful designs. At the unveiling there was a large concourse of people from all parts of the State, and the address was delivered by ex-Gov. Blair.

John J. Bagley succeeded to the Governorship Jan. 1, 1873, and served two terms. During his administration the new capitol was principally built, which is a larger and better structure for the money than, perhaps, any other public building in the United States. Under Gov. Bagley's counsel and administration the State prospered in all its departments. The Legislature of 1873 made it the duty of the Governor to appoint a commission to revise the State Constitution, which duty he performed to the satisfaction of all parties.

Charles M. Crosswell was next the chief executive officer of this State, exercising the functions of the office for two successive terms, 1877-1881. During his administration the public debt was greatly reduced, a policy adopted requiring State institutions to keep within the limit of appropriations, laws enacted to provide more effectually for the punishment of corruption and bribery in elections, the State House of Correction at Ionia and the Eastern Asylum for the Insane at Pontiac were opened, and the new capitol at Lansing was completed and occupied. The first act of his second term was to preside at the dedication of this building. The great riot of 1877 centered at Jackson. During those two or three fearful days Gov. Crosswell was in his office at Lansing, in correspondence with members of the military department in different parts of the State, and within forty eight hours of the moment when the danger became imminent, the rioters found themselves surrounded by a military force ready with ball and cartridge for their annihilation. Were it not for this promptness of the Governor, there would probably have been a great destruction of property, if not also of life.

The administration of Hon. David H. Jerome has been one marked alike by joys and sorrows. The great business revival marked the period of his election; the disastrous forest fires clouded the light of peace and prosperity.

## STATE OFFICERS.

## GOVERNORS DURING FRENCH RULE.

## A.

A.		A.	
	Sieur de La Barre.....	1662	
Sieur de Mesey.....	1663	M. de La Potherie.....	1664
Sieur de Courcelles.....	1665	Sieur de Frontenac.....	1689
Sieur de Frontenac.....	1672	Chevalier de Callieres.....	1699

## STATE OFFICERS.—CONTINUED.

	APPOINTED.
Marquis de Vaudreuil.....	1703
Marquis de Beauharnois.....	1720
Compt de la Galissoniere.....	1747
Sieur de la Jonquiere.....	1749
Marquis du Quesne de Menneville.....	1752
Sieur de Vaudreuil de Cavagnal.....	1755

## GOVERNORS DURING BRITISH RULE.

James Murray.....	1765
Paulus E. Irving.....	1766
Guy Carleton.....	1766
Hector I. Cramahe.....	1770
Guy Carleton.....	1774
Frederick Haldemand.....	1778
Henry Hamilton.....	1784
Henry Hope.....	1785
Lord Dorchester.....	1786
Alured Clark.....	1791
Lord Dorchester.....	1798

## GOVERNORS OF MICHIGAN TERRITORY.

William Hull.....	1805
Lewis Cass.....	1813
George B. Porter.....	1831
Stevens T. Mason, <i>ex-officio</i> .....	1834
John T. Horner, <i>ex-officio</i> .....	1835

## STATE GOVERNORS.

	ELECTED.
Stevens T. Mason.....	1835
William Woodbridge.....	1840
J. Wright Gordon, acting.....	1841
John S. Barry.....	1842
Alpheus Felch.....	1846
Wm. S. Greenly, acting.....	1847
Epaphroditus Ransom.....	1848
John S. Barry.....	1850
Robert McClelland.....	1852
Andrew Parsons, acting.....	1853
Kingsley S. Bingham.....	1855
Moses Wisner.....	1859
Austin Blair.....	1861
Henry H. Crapo.....	1865
Henry D. Baldwin.....	1869
John J. Bagley.....	1873
Charles M. Crosswell.....	1877
David H. Jerome.....	1881

## LIEUTENANT-GOVERNORS OF MICHIGAN.

	ELECTED.
Edward Mundy.....	1835
J. Wright Gordon.....	1840
Origin D. Richardson.....	1842
Wm. S. Greenly.....	1846
Wm. M. Fenton.....	1848
Wm. S. Greenly.....	1849
Calvin Britain.....	1852
Andrew Parsons.....	1853
George A. Coe.....	1855
Edmund B. Fairfield.....	1859
James Birney.....	1861
Joseph R. Williams, acting.....	1861
Henry T. Backus, acting.....	1862
Charles S. May.....	1863
E. O. Grosvenor.....	1865
Dwight May.....	1867
Morgan Bates.....	1869
Henry H. Holt.....	1873
Alonzo Sessions.....	1877
Moreau S. Crosby.....	1881

## SECRETARIES OF STATE.

Kintzing Pritchette.....	1835
Randolph Manning.....	1838
Thomas Rowland.....	1840
Robert P. Eldridge.....	1842
G. O. Whittemore.....	1846
George W. Peck.....	1848
George Redfield.....	1850
Charles H. Taylor.....	1850
William Graves.....	1853
John McKinney.....	1855
Nelson G. Isbell.....	1859
James B. Porter.....	1861
O. S. Spaulding.....	1867
Daniel Striker.....	1871
E. G. D. Holden.....	1875
William Jenney.....	1879

## STATE TREASURERS.

Henry Howard.....	1836
Peter Desnoyers.....	1839
Robert Stuart.....	1840
George W. Germain.....	1841
John J. Adam.....	1842
George Redfield.....	1845

## STATE OFFICERS.—CONTINUED.

	ELECTED.
George B. Cooper.....	1840
Barnard C. Whittemore.....	1850
Sam M. Holmes.....	1855
John McKinney.....	1859
John Owen.....	1861
E. O. Grosvenor.....	1867
Victory P. Collier.....	1871
Wm. B. McCreery.....	1875
Benj. F. Pritchard.....	1879

## ATTORNEYS-GENERAL.

Daniel LeRoy.....	1839
Peter Morey.....	1837
Zephaniah Platt.....	1841
Elon Farnsworth.....	1843
Henry N. Walker.....	1845
Edward Mundy.....	1847
Geo. V. N. Lothrop.....	1848
William Hale.....	1857
Jacob M. Howard.....	1855
Charles Upson.....	1861
Albert Williams.....	1863
Wm. L. Stoughton.....	1867
Dwight May.....	1869
Byron D. Ball.....	1873
Isaac Marston.....	1874
Andrew J. Smith.....	1875
Otto Kirchner.....	1877

## AUDITORS-GENERAL.

Robert Abbott.....	1836
Henry Howard.....	1839
Eurotus P. Hastings.....	1840
Alpheus Felch.....	1842
Henry S. Whipple.....	1842
Charles G. Hammond.....	1845
John J. Adam.....	1845
Digby V. Bell.....	1846
John J. Adam.....	1848
John Swegles, jr.....	1851
Whitney Jones.....	1855
Daniel L. Case.....	1859
Langford G. Berry.....	1861
Emil Ancke.....	1863
William Humphrey.....	1867
Ralph Ely.....	1875
W. Irving Latimer.....	1879

## SUPT. PUBLIC INSTRUCTION.

John D. Pierce.....	1838
Franklin Sawyer, jr.....	1841
Oliver C. Comstock.....	1843
Ira Mayhew.....	1845
Francis W. Stearns.....	1847
Ira Mayhew.....	1848
John M. Gregory.....	1854
Oramel Heston.....	1867
Daniel B. Briggs.....	1873
Horace S. Tarbell.....	1877
Cornelius A. Gower.....	1878

## JUDGES OF THE SUPREME COURT.

Augustus B. Woodward.....	1805-24
Frederick Bates.....	1805-8
John Gollen.....	1806-24
James Witherell.....	1808-28
Solomon Sibley.....	1824-36
Henry Chipman.....	1827-32
Wm. Woodbridge.....	1828-32
Ross Wilkins.....	1832-6
Wm. A. Fletcher.....	1836-42
Epaphroditus Ransom.....	1836-47
George Morrell.....	1836-42
Charles W. Whipple.....	1843-52
Alpheus Felch.....	1842-5
David Goodwin.....	1843-6
Warner Wing.....	1843-54
George Miles.....	1846-50
Edward Mundy.....	1847-51
Sanford M. Green.....	1848-57
George Martin.....	1851-2
Joseph T. Copeland.....	1852-7
Samuel F. Deane.....	1852-7
David Johnson.....	1852-7
Abner Pratt.....	1851-7
Charles W. Whipple.....	1852-5
Nathaniel Bacon.....	1855-8
Sanford M. Green.....	1856-8
E. H. C. Wilson.....	1856-8
Benj. F. H. Witherell, Benj. F. Graves, Josiah Turner, and Edwin Lawrence to fill vacancies in the latter part of.....	1857
George Martin.....	1858-68
Randolph M. ... ..	1858-64
Lawrence C. ... ..	1858-77



## STATE OFFICERS.—CONTINUED.

	ELECTED.		ELECTED.
James V. Campbell.....	1858	David S. Walbridge.....	1855-9
Thomas M. Cooley.....	1864	D. C. Leach.....	1857-61
Benj. F. Graves.....	1868	Francis W. Kellogg.....	1859-65
Isaac Marston.....	1875	B. F. Granger.....	1861-3
U. S. SENATORS.		F. C. Beaman.....	1861-71
John Norvell.....	1835-41	R. E. Trowbridge.....	1861-3
Lucius Lyon.....	1836-40	Charles Upson.....	1863-9
Augustus S. Porter.....	1840-5	John W. Longyear.....	1863-7
Wm. Woodbridge.....	1841-7	John F. Driggs.....	1863-9
Lewis Cass.....	1845-57	R. E. Trowbridge.....	1865-9
Thos. H. Fitzgerald.....	1848-9	Thomas W. Ferry.....	1869-71
Alpheus Felch.....	1847-53	Austin Blair.....	1867-73
Charles E. Stuart.....	1853-9	William L. Stoughton.....	1869-73
Zachariah Chandler.....	1857-77	Omar D. Conger.....	1869-81
Kinsley S. Bingham.....	1859-61	Randolph Strickland.....	1869-71
Jacob M. Howard.....	1862-71	Henry Waldon.....	1871-5
Thomas W. Ferry.....	1871	Wilder D. Foster.....	1871-3
Henry Baldwin.....	1880	Jabez G. Sutherland.....	1871-3
Zachariah Chandler.....	1878-9	Moses W. Field.....	1873-5
Thomas W. Ferry.....	1881-3	George Millard.....	1875-7
Omar D. Conger.....	1881-7	Julius C. Burrows.....	1873-5, 1879
REPRESENTATIVES IN CONGRESS.		Josiah W. Begale.....	1873-5
Isaac E. Crary.....	1835-41	Nathan B. Bradley.....	1873-7
Jacob M. Howard.....	1841-43	Jay A. Hubbell.....	1873
Lucius Lyon.....	1843-5	W. B. Williams.....	1875-7
Robert McClelland.....	1843-9	Alpheus S. Williams.....	1875-9
James B. Hunt.....	1843-7	Mark S. Boemer.....	1877
John S. Chipman.....	1845-7	Charles C. Ellsworth.....	1877-9
Charles E. Stuart.....	1847-9	Edwin W. Keightley.....	1877-9
Kinsley S. Bingham.....	1849-51	Jonas H. McGowan.....	1877
Alexander W. Buel.....	1849-51	John W. Stone.....	1877
William Sprague.....	1849-50	Edwin Willets.....	1877
Charles E. Stuart.....	1851-3	Roswell G. Horr.....	1879
James L. Conger.....	1851-3	John S. Newberry.....	1879
Ebenezer J. Penneman.....	1851-3	H. W. Lord.....	1881
Samuel Clark.....	1853-5	Edwin Willets.....	1881
David A. Noble.....	1853-5	E. S. Lacey.....	1881
Hester L. Stevens.....	1853-5	Julius C. Burrows.....	1881
David Stuart.....	1853-5	George W. Webber.....	1881
George W. Peck.....	1855-7	Oliver L. Spaulding.....	1881
William A. Howard.....	1855-61	John T. Rich.....	1881
Henry Waldron.....	1855-61	Roswell G. Horr.....	1881
		Jay A. Hubbell.....	1881

In the political chapter of the county history, the names of State Senators and Representatives from Macomb are given, with a record of votes received.

## POLITICAL STATISTICS.

The following tables show the political complexion of the several districts as now arranged, taking the vote for Congressmen in 1880 as the basis:

FIRST DISTRICT.			
County.	Rep.	Dem.	Green- back.
Wayne.....	15,772	15,388	628
Republican plurality.....			574
Democratic and Greenback over Republican.....			54

SECOND DISTRICT.			
County.	Rep.	Dem.	Green- back.
Monroe.....	3,175	3,717	201
Lerawee.....	6,348	5,431	265
Hillsdale.....	4,857	2,138	914
Washtenaw.....	4,065	5,013	294

Total.....	18,945	16,596	1,674
Republican plurality.....			2,349
Republican majority.....			675

THIRD DISTRICT.			
County.	Rep.	Dem.	Green- back.
Jackson.....	4,564	3,287	2,196
Calhoun.....	5,184	2,915	1,067
Branch.....	4,106	1,681	1,748
Barry.....	3,072	779	2,340
Eaton.....	4,341	1,777	1,608
Total.....	21,267	9,779	8,959
Republican plurality.....			11,528
Republican majority.....			3,571

FOURTH DISTRICT.			
County.	Rep.	Dem.	Green- back.
Berrien.....	4,553	3,523	533
Cass.....	2,856	2,157	425
St. Joseph.....	3,134	1,840	1,500
Kalamazoo.....	4,459	2,177	572
Van Buren.....	4,094	1,728	1,163

Total.....	19,116	12,424	4,193
Republican plurality.....			6,692
Republican majority.....			2,479

FIFTH DISTRICT.			
County.	Rep.	Dem.	Green- back.
Allegan.....	4,657	1,887	1,789
Kent.....	7,879	1,771	3,227
Ottawa.....	3,281	2,072	887
Ionia.....	4,262	666	3,448
Total.....	20,179	6,396	9,351
Republican plurality.....			10,108
Republican majority.....			1,207

SIXTH DISTRICT.			
County.	Rep.	Dem.	Green- back.
Clinton.....	3,305	2,771	766
Ingham.....	3,753	3,887	1,031
Livingstone.....	2,820	2,914	992
Genesee.....	4,747	2,120	2,173
Oakland.....	5,371	5,000	371
Total.....	20,226	16,288	4,339
Republican plurality.....			3,938
Democrat and Greenback over Republican.....			587

SEVENTH DISTRICT.			
County.	Rep.	Dem.	Green- back.
Macomb.....	3,000	3,283	184
St. Clair.....	4,182	3,312	713
Lapeer.....	3,390	2,676	138
Sauclae.....	2,183	1,321	179
Huron.....	1,773	1,191	34
Total.....	14,618	11,994	1,248
Republican plurality.....			3,624
Republican majority.....			2,696

EIGHTH DISTRICT.			
County.	Rep.	Dem.	Green- back.
Shiawassee.....	3,325	1,947	1,165
Saginaw.....	4,221	5,201	499
Grafton.....	2,520	1,780	680
Montcalm.....	4,140	3,067	492
Isabella.....	1,378	1,081	81
Midland.....	758	514	241
Total.....	16,953	14,198	3,101
Republican plurality.....			2,755
Democrat and Greenback over Republican.....			346

NINTH DISTRICT.			
County.	Rep.	Dem.	Green- back.
Muskegon.....	2,737	1,496	605
Ocean.....	1,411	887	524
Newaygo.....	1,411	1,777	12
Muskegon.....	1,411	1,020	391
Osceola.....	1,234	577	20
Isabella.....	1,111	271	1
Manistee.....	1,111	887	224
Manistee.....	1,111	1,020	91
Westland.....	1,111	411	700
Manistee.....	2,222	111	21
Charlevoix.....	793	276	95
Alcona.....	2,222	1,111	171

County.	Rep.	Dem.	Green-back.
Kalkaska .....	495	181	----
Total .....	14,875	9,294	1,063
Republican plurality .....			5,581
Republican majority .....			4,518

## TENTH DISTRICT.

Tuscola .....	2,872	1,812	180
Bay .....	2,483	2,398	1,568
Caldwin .....	147	260	5
Clare .....	451	412	41
Roscommon .....	564	413	72
Ogemaw .....	280	173	57
Iosco .....	766	540	8
Crawford .....	181	141	24
Oscoda .....	-----	-----	-----
Alcona .....	388	250	8
Alpena .....	943	835	48
Montmorency .....	-----	-----	-----
Otsego .....	329	217	83
Presque Isle .....	209	151	-----
Cheboygan .....	581	571	83
Emmet .....	809	603	4
Total .....	10,978	8,776	2,180

County.	Rep.	Dem.	Green-back.
Republican plurality .....			2,202
Republican majority .....			22

## ELEVENTH DISTRICT.

Grand Traverse .....	1,327	498	8
Leelenau .....	643	564	72
Benzie .....	430	192	141
Manitou .....	36	137	-----
Chippewa .....	358	325	-----
Mackinac .....	143	298	-----
Schoolcraft .....	172	17	-----
Marquette .....	2,449	1,255	-----
Baraga .....	180	219	-----
Houghton .....	2,107	1,283	-----
Keewenaw .....	610	237	-----
Ontonagon .....	306	147	14
Isle Royal .....	-----	-----	-----
Menominee .....	1,304	900	-----
Delta .....	724	414	-----
Total .....	10,789	6,486	235
Republican plurality .....			4,303
Republican majority .....			4,168

There were also prohibition and scattering votes returned for Congress in 1880 as follows: Second district, 191; third, 234; fourth, 24; fifth, 18; sixth, 78; seventh, 18; eighth, 16; ninth, 21; tenth, 7; and eleventh, 95. In Isle Royal County, in 1880, no election was held, and Oscoda and Montmorency Counties were not organized.

The population of the several districts in 1870 and 1880 and the total increase for the ten years are shown by the following table:

District.	Pop. 1870.	Pop. 1880.	Increase.
First .....	119,038	166,444	47,406
Second .....	146,169	156,538	10,342
Third .....	146,212	164,966	18,754
Fourth .....	143,350	150,569	7,213
Fifth .....	136,740	178,060	41,220
Sixth .....	142,270	164,784	22,508
Seventh .....	109,233	154,392	45,152
Eighth .....	92,792	160,269	67,498
Ninth .....	51,943	125,210	73,267
Tenth .....	4,440	111,151	70,712
Eleventh .....	55,794	104,527	49,733

If a similar rate of increase is kept up in the northern counties, the eighth, ninth and tenth districts will before the end of the decade largely exceed in population certain of the older districts.



## CHAPTER VII.

## MISCELLANEOUS.

## THE FUR-TRADERS AND SLAVE OWNERS.

The British at Detroit changed their policy somewhat, and endeavored to conciliate the Indians, paying them for land and encouraging French settlements in the vicinity. This encouragement was exhibited, in part, in showing some partiality to French customs.

At this time the fur trade was considerably revived, the principal point of shipment being the Grand Portage of Lake Superior. The charter boundaries of the two companies, the Hudson's Bay and the Northwest, not having been very well-defined, the employees of the respective companies often came into conflict. Lord Selkirk, the head of the former company, ended the difficulty by uniting the stock of both companies. An attempt was also made to mine and ship copper, but the project was found too expensive.

## SLAVERY IN MICHIGAN.

The following references to the slave in Michigan have been extracted from the able paper prepared on that subject by J. A. Girardin. In olden times the city of Detroit and vicinity had slaves among its inhabitants. The old citizens generally purchased them from marauding bands of Indians, who had captured the negro slaves in their war depredations on plantations. Many were thus brought from Virginia, New York, and Indiana, and sold to the inhabitants of Detroit, sometimes for nominal prices. Among our old citizens who were slaveholders in the olden times were the late Major Joseph Campau, George McDougall, James Duperon Baby, Abbott & Finchly, and several others. The negro slaves were well treated by their owners. Many of those poor captives when sold and released were at once well taken care of by our ancient inhabitants. Sometimes the price of a negro slave was regulated according to his intrinsic value, but the price was quite high for those days. For instance: A negro boy named Frank, aged 12 years, the property of the late Phillip Jonciere, of Belle Fontaine, now Springwells, was sold on the 22d day of October, 1793, by William Roe, acting auctioneer, to the late Hon. James Duperon Baby, for the sum of £213, New York currency, equal to \$532.50 of our money. Mr. Baby being the highest bidder, he, Frank, was adjudged to him for the benefit of Mr. Joncier's estate.

In the records of baptism of St. Anne's Church, several persons of color we find recorded as having received the sacrament of baptism, and, in the absence of family names we find that the names of "Margaret," for instance, a negress, "unknown" would be entered in the absence of her regular family name; several instances of this kind are entered in the old records. During the administration of the Governor and Judges of the Territory of Michigan, several negroes received donation lots. Among them was a well known negro named "Pompey," the property of the late James Abbott. As a class the negroes were esteemed by our ancient population; many of them could speak the French language fluently, especially those living with their French masters. But little cruelty was practiced by their owners. There was no Wendell Phillips nor any Lloyd Garrison, nor any "higher law doctrine," expounded in those days to disturb the mind of the slave or the slaveholder. Every one lived in Arcadian simplicity and contentment. The negro was satisfied with his position, and rendered valuable services to his master, and was ever ready to help him against the treacherous Indians. During the war of 1812 several of them accompanied their masters to the battle-field, and materially helped their masters and the troops.

By an ordinance enacted by Congress, dated July 13, 1787, entitled "An act for the government of the territory of the United States northwest of the Ohio River," there was a clause in Article VI saying that "there shall be neither slavery nor involuntary servitude in the said territory, otherwise than in the punishment of crimes." This was a safeguard by Congress to prevent the extension of slavery northwest of the Ohio River. Notwithstanding this wise provision our ancestors paid but little attention to it, for whenever a spruce negro was brought by the Indians he was sure to find a purchaser at a reasonable price. Most every prominent man in those days had a slave or two, especially merchants trading with the Indians.

Detroit and vicinity was a heaven to the slave compared to the Southern States, although slavery was carried on on a moderate scale here, there being no cotton or rice fields to employ them in, their labor being on the plantations near Detroit, or at their masters' houses. The master, once attached to his "Sambo," a great price would have to be paid to buy him.

The late Judge May had a slave-woman who had come to his hands for a debt owed him by one Granchin. This faithful slave served the Judge some twenty-five years. Mr. Joseph Campau, an extensive trader in those days, had as many as ten slaves at different times. Among them was a young negro named "Crow," who was quite a favorite of Mr. C., who had him dressed in scarlet, a contrast with his color. This negro, to the amusement of the inhabitants of the old town, used to ascend old St. Anne's Church steeple and there perform some of his gymnastic

tricks. He was supple and elastic as a circus-rider. He had been purchased at Montreal by Mr. Campau. He was afterward drowned from one of Mr. C.'s bateaux. "Hannah," another intelligent colored woman, was purchased at Montreal by Mr. C. This faithful slave, after serving him several years, married "Patterson," also a slave. "Mulet," one of the most honest and faithful of all slaves, also belonged to Mr. Campau, who very often employed him as confidential clerk. This slave died but a few years ago at a very advanced age, respected and esteemed for his great integrity and fidelity. The slave "Tetro" was among the favorites of Maj. Campau. He, too, was as faithful and as honest as the day was long.

The late Gen. John R. Williams also possessed a slave, named "Hector." He, too, was faithful and trustworthy. In the year 1831 Daniel Leroy, Olmstead Chamberlain, and Gideon O. Whittemore sold to Col. Mack, Gen. Williams, and Maj. Campau the newspaper called the *Oakland Chronicle*, the office being transferred here, and the well known slave "Hector" was placed in charge of it. When the late Col. Sheldon McKnight entered to take possession, he was fiercely resisted by "Hector" who showed fight, and the Colonel had to retreat. This paper was afterward merged into the *Free Press* of this city.

Ann Wyley, a former slave, suffered the extreme penalty of the law for having stolen six guineas from the firm of Abbott & Finchley. She was sentenced to death by a justice of the peace, and buried on the spot where St. Anne's Church now stands, which ground was used as a place of burial in early days; and when, in 1817, the foundations of the church were being excavated for, the body of this unfortunate woman was found, face downward. It was supposed that she was in a trance at the time of her burial. This incident was related to me by an old lady, some years ago, who knew all about the facts, and who has since died.

The late Joseph Drouillard, of Petite Cote, Canada, had two daughters. Upon the marriage of one of them to the grandfather of your humble servant she received a farm; the other received two slaves as her marriage portion. This goes to show that the negro in those days was considered a chattel. Several of our French farmers on both sides of the river had one or more of them.

Many anecdotes can be related of Africa's sons among our ancestors, and they as a class were well cared for and educated by their kind masters. I could digress and go into more details, but the present sketch will suffice to show our modern philanthropists that the slaves here in Detroit were as well treated as the families in which their lot had been cast. The question may be asked: "How did slavery die out here?" The owners of slaves, after having received their services for a number of years generally would liberate them, or sometimes sell them to parties outside of the Territory. When the celebrated ordinance of 1787 was extended over the Northwest, Michigan assumed for the first time the first grade of govern-



ment, and the laws of Congress were put in force, no more slaves were afterward allowed to be brought into the Territory, and slavery was known no more here !

#### SALE OF NEGRO MAN POMPEY.

The following is a copy of a deed furnished by W. W. Backus of Detroit :

“ Know all men by these presents : That I, James May of Detroit, for and in consideration of the sum of forty-five pounds, New York currency, to me in hand paid by John Askin, Esqr., of Detroit, the receipt whereof I do hereby acknowledge to be fully satisfied and paid, have sold and delivered, and by these presents, in plain and open market, do bargain, sell, and deliver unto the said John Askin, Esqr., a certain negro man, Pompey by name, to have and to hold the said negro unto the said John Askin, Esqr., his heirs, executors, administrators, and assigns forever ; and I, the said James May, for my heirs, executors, and assigns, against all manner of person or persons, shall and will warrant and forever defend by these presents.

In witness whereof, I have hereunto set my hand and seal this nineteenth day of October, in the year of our Lord one thousand seven hundred and ninety-four.

Signed,

JAMES MAY.

In presence of

ROBERT STEVENS.

I do hereby make over my whole right, title and interest in the above mentioned negro man Pompey to Mr. James Donnoison of this place for the sum of fifty pounds, New York currency, the receipt of which I do hereby acknowledge, as witness my hand and seal at Detroit, this third day of January, 1795.

Signed,

JOHN ASKIN.

Witness,

WILLIAM MCCLINTOCK.

Throughout the counties of Wayne, Monroe, Macomb, and Oakland, the slave existed. True, he bore the same relation almost to his master, as the white laborer of the South did to his master previous to 1861. Yet he was a slave, liable to be bought and sold.

#### PUBLIC SCHOOL SYSTEM.

Michigan has as good a public-school system as can be found anywhere in the Union. Ever since 1785, the acts of Congress, as well as the acts of this State since its organization, have encouraged popular education by land grants and liberal appropriations of money. The 16th section of each township was early placed in the custody of the State for common-school purposes, and all the proceeds of the sale of school lands go into the perpetual fund. In 1842 the Superintendent of Public Instruction reported a discrepancy of over \$22,000 in the funds, owing to im-

perfect records, probably, rather than of dishonesty of officials. September 30, 1858, the primary school fund amounted to \$2,890,090.73, and the swamp-land school fund to \$61,237.20. The qualification of teachers and the supervision of schools were for many years in the hands of a board of three inspectors, then the county superintendency system was adopted for many years, and since 1875 the township system has been in vogue. The township Board of School inspectors now consists of the Township Clerk, one elected Inspector, and a Township Superintendent of Schools.

The latter officer licenses the teachers and visits the schools. In 1877, the school children (five to twenty years of age) numbered 469,504; the average number of months of school, 7.4; number of graded schools, 295; number of school-houses, 6,078, valued at \$9,190,175; amount of two-mill tax, \$492,646.94; district taxes, \$2,217,961; total resources for the year, \$3,792,129.59; total expenditures, \$3,179,976.06.

#### STATE UNIVERSITY.

By an act of Congress in 1804, a township of land was to be reserved in the territory now constituting the lower peninsula "for the use of seminaries of learning;" but the most of this reservation in 1841 went to a Catholic institution at Detroit. In 1824, through the exertions of Austin E. Wing, delegate to Congress, Gov. Woodbridge and others, a second township was granted, with permission to select the sections in detached localities, and about this time Judge Woodward devised that novel and extensive scheme for the "catholepistern," elsewhere referred to in this volume. In 1837 the Legislature established the University at Ann Arbor, and appropriated the seventy-two sections to its benefit; 916 acres of this land were located in what is now the richest part of Toledo, Ohio, from which the University finally realized less than \$18,000.

But the State in subsequent years made many liberal appropriations to this favorite institution, until it has become the greatest seat of learning west of New England, if not in all America. It is a part of the public-school system of the State, as tuition is free, and pupils graduating at the high schools are permitted to enter the freshman class of the collegiate department. It now has an average attendance of 1,200 to 1,400 students, 450 of whom are in the college proper. In 1879 there were 406 in the law department, 329 in the medical, 71 in pharmacy, 62 in dental surgery, and 63 in the homeopathic department. There are over fifty professors and teachers. The University is under the control of eight regents, elected by the people, two every second year. Rev. Henry B. Tappan, D. D., was President from 1852 to 1863, then Erastus O. Haven, D. D., LL. D., to 1860, then Prof. H. S. Freeze (acting) until 1871, since which time the reins have been held by Hon. James B. Angell, LL. D.

The value of the buildings and grounds was estimated in 1879 at \$319,000, and the personal property at \$250,000.

#### STATE NORMAL SCHOOL.

John D. Pierce, the first Superintendent of Public Instruction, in his first report to the Legislature, urged the importance of a normal school. In this enterprise he was followed by his successors in office until 1849, when Ira Mayhew was State Superintendent, and the Legislature appropriated seventy-two sections of land for the purpose; and among the points competing for the location of the school, Ypsilanti won, and in that place the institution was permanently located. The building was completed and dedicated with appropriate ceremonies, October 5, 1852; next year the Legislature appropriated \$7,000 in money, for expenses. Prof. A. S. Welch, now President of Iowa Agricultural College, was elected the first Principal. In October, 1859, the building with contents was burned, and a new building was immediately erected. In 1878 the main building was enlarged at an expense of \$43,347. This enlargement was 88x90 feet, and has a hall capable of seating 1,200 persons. The value of buildings and other property at the present time is estimated at \$111,100. Number of students, 616, including 144 in the primary department.

Each member of the Legislature is authorized by the Board of Education to appoint two students from his district who may attend one year free of tuition; other students pay \$10 per annum. Graduates of this school are entitled to teach in this State without re-examination by any school officer.

#### AGRICULTURAL COLLEGE.

The Michigan Agricultural College owes its establishment to a provision of the State Constitution of 1850. Article 13 says, "The Legislature shall, as soon as practicable, provide for the establishment of an agricultural school." For the purpose of carrying into practice this provision, legislation was commenced in 1855, and the act required that the school should be within ten miles of Lansing, and that not more than \$15 an acre should be paid for the farm and college grounds. The college was opened to students in May, 1857, the first of existing agricultural colleges in the United States. Until the Spring of 1861 it was under the control of the State Board of Education; since that time it has been under the management of the State Board of Agriculture, created for the purpose.

In its essential features of combining study and labor, and of uniting general and professional studies in its course, the college has remained virtually unchanged from the first. It has had a steady growth in number of students, in means of illustration and efficiency of instruction.

An Act of Congress, approved July 2, 1862, donated to each State public lands



to the amount of 30,000 acres for each of its Senators and Representatives in Congress, according to the census of 1860, for the endowment, support and maintenance of at least one college where the leading object should be, without excluding other scientific and classical studies, and including military tactics, to teach such branches of learning as are related to agriculture and the mechanic arts. The Legislature accepted this grant and bestowed it upon the Agricultural College. By its provisions the college has received 235,673.37 acres of land. These lands have been placed in market, and about 74,000 acres are sold, yielding a fund of \$237,174, the interest of which, at seven per cent., is applied to the support of the college. The sale is under the direction of the Agricultural Land Grant Board, consisting of the Governor, Auditor General, Secretary of State, State Treasurer, Attorney General and Commissioner of the State Land Office.

The Agricultural College is three miles east of Lansing, comprising several fine buildings; and there are, also, very beautiful, substantial residences for the professors. There are also an extensive, well-filled green-house, a very large and well-equipped and chemical laboratory, one of the most scientific apiaries in the United States, a general museum, a museum of mechanical inventions, another of vegetable products, extensive barns, piggeries, etc., etc., in fine trim for the purposes designed. The farm consists of 676 acres, of which about 300 are under cultivation in a systematic rotation of crops.

#### OTHER COLLEGES.

At Albion is a flourishing college under the control of the Methodist Episcopal Church. The grounds comprise about fifteen acres. There are three college buildings, each three stories high, having severally the dimensions of 46 by 80, 40 by 100, and 47 by 80 feet. The attendance in 1878 was 205. Tuition in the preparatory and collegiate studies is free. The faculty comprises nine members. The value of property about \$85,000.

Adrian College was established by the Wesleyan Methodists in 1859, now under the control of the "Methodist Church." The grounds contain about twenty acres. There are four buildings, capable of accommodating about 225 students. Attendance in 1875 was 179; total number of graduates for previous years, 121; ten professors and teachers employed. Exclusive of the endowment fund (\$80,000), the assets of the institution, including grounds, buildings, furniture, apparatus, musical instruments, outlying lands, etc., amount to more than \$137,000. Hope College, at Holland, is under the patronage of the Dutch Reformed Church. It was begun in 1854, and in connection with the ordinary branches of learning, it has a theological department. In 1877 it had ten professors and teachers and 110 pupils. Up to 1875 there had graduated, in the preparatory department, begun in

1863, ninety-five ; in the academic, beginning in 1866, fifty-three ; and in the theological, beginning in 1869, twenty-four. Value of real estate, \$25,000 ; of other property, above incumbrance, about \$10,000 ; the amount of endowment paid in is about \$56,000.

Kalamazoo College, headed by Baptists, is situated on a five-acre lot of ground, and the property is valued at \$35,000 ; investments, \$8,000. There are six members of the faculty, and in 1878 there were 169 pupils.

Hillsdale College was established in 1855 by the Free Baptists. The "Michigan Central College," at Spring Arbor, was incorporated in 1845. It was kept in operation until it was merged into the present Hillsdale College. The site comprises twenty-five acres, beautifully situated on an eminence in the western part of the city of Hillsdale. The large and imposing building first erected was nearly destroyed by fire in 1874, and in its place five buildings of a more modern style have been erected. They are of brick, three stories with basement, arranged on three sides of a quadrangle. Their size is, respectively, 80 by 80, 48 by 72, 48 by 72, 80 by 60, 52 by 72, and they contain one-half more room than the original building. Ex-Lieutenant Gov. E. B. Fairfield was the first president. The present president is Rev. D. W. C. Durgin, D. D. Whole number of graduates up to 1878, 375 ; number of students in all departments, 506 ; number of professors and instructors, 15 ; productive endowment, about \$100,000 ; buildings and ground, \$80,000 ; library, 6,200.

Olivet College, in Eaton County, is a lively and thorough literary and fine-art institution, under the joint auspices of the Presbyterian and Congregational denominations. Value of buildings and ground, about \$85,000. Fourteen professors and teachers are employed, and the attendance in 1878 was 190, the sexes in about equal proportion. There are five departments, namely, the collegiate, preparatory, normal, music and art.

Battle Creek College, conducted by the Seventh-Day Adventists, was established in 1874, with four departments, eleven professors and teachers, and an attendance of 289. It is practically connected with a large health institution, where meat and medicines are eschewed. In 1878 there were fifteen instructors and 478 students. Special attention is paid to hygiene and hygienic medication.

Grand Traverse College was opened at Benzonia, in 1863, as the result of the efforts of Rev. Dr. J. B. Walter, a prominent divine of the Congregational Church. The friends of this institution have met with serious discouragements ; their lands have not risen in value as anticipated, and they have suffered a heavy loss from fire ; but the college has been kept open to the present time, with an average of seventy pupils. The curriculum, however, has so far been only "preparatory." The land

is valued at \$25,000, and the buildings, etc., \$6,000. The school has done a good work in qualifying teachers for the public schools.

Besides the foregoing colleges, there are the German-American Seminary in Detroit, a Catholic seminary at Monroe, the Michigan Female Seminary at Kalamazoo, the Military Academy at Orchard Lake, near Pontiac, and others. Large numbers of Michigan students study at the college of Notre Dame in St. Joseph County, Indiana.

#### CHARITABLE INSTITUTIONS.

No State in the Union takes better care of her poor than does Michigan. For a number of years past, especially under the administrations of Govs. Bagley and Croswell, extraordinary efforts have been made to improve and bring to perfection the appointments for the poor and dependent.

According to the report of the Board of State Commissioners for the general supervision of charitable, penal, pauper and reformatory institutions for 1876, the total number in poor-houses of the State was 5,282. For the five years preceding, the annual rate of increase was four times greater than the increase of population during that period; but that was an exceptionally "hard" time. The capacity of the public heart, however, was equal to the occasion, and took such measures as were effectual and almost beyond criticism for the care of the indigent. At the head of the charity department of the State stands

#### THE STATE PUBLIC SCHOOL.

In the year 1870 a commission appointed by the Governor for that purpose, visited many of the poor-houses in the State, and found a large number of children in them under sixteen years of age, indiscriminately associated with idiots, maniacs, prostitutes and vagrants. Their report recommended the classification of paupers, and especially, that children in the county houses, under sixteen years, should be placed in a State school. The act establishing the rule was passed in 1871, in conformity with the recommendation. As amended in 1873, it provides, in substance, that there shall be received as pupils in such school all neglected and dependent children that are over four and under sixteen years of age, and that are in suitable condition of body or mind to receive instruction, especially those maintained in the county poor-houses, those who have been deserted by their parents, or are orphans, or whose parents have been convicted of crime. It is declared to be the object of the act to provide for such children temporary homes only, until homes can be procured for them in families. The plans comprehend the ultimate care of all children of the class described, and it is made unlawful to retain such children in poor-houses when there is room for them in the State Public School. Dependent orphans and half orphans of deceased soldiers and sailors have the preference of



admission should there be more applications than room. Provision is made for preserving a record of the parentage and history of each child.

The general supervision of the school is delegated to a Board of Control, consisting of three members, who are appointed by the Governor, with the advice and consent of the Senate. The Board appoints the superintendent, officers and teachers of the school. One officer is appointed to look up homes for the children to apprentice them, and to keep a general oversight of them by visitation or correspondence. To complete the work of this institution, an agent is appointed in each county.

The internal government of this school is that known as the "family" and "congregate" combined, the families consisting of about thirty members each, and being under the care of "cottage managers," ladies whom the children call "aunties," and who are supposed to care for the children as mothers. Each child of sufficient years expected to work three hours every day; some work on the farm, some in the dining-room and kitchen, while others make shoes, braid straw hats, make their own clothing, work in the bakery, engine room, laundry, etc. They are required to attend school three to five hours a day, according to their ages, and the school hours are divided into sessions to accommodate the work.

The buildings, ten in number, comprise a main building, eight cottages and a hospital, all of brick. The buildings are steam heated, lighted with gas and have good bathing facilities. There are forty-one acres of land in connection with the school, and the total value of all the property is about \$150,000, furnishing accommodation for 240 children.

#### INSTITUTION FOR THE DEAF AND DUMB, AND THE BLIND.

This is located at Flint, sixty miles nearly northwest of Detroit. The act establishing it was passed in 1848, and the school was first opened in 1854, in a leased building. It is a school in common for deaf mutes, and the blind, rather from motives of economy than from any relation which the two classes bear to one another. The buildings were commenced in 1853. The principal ones now are: front building, forty-three by seventy-two feet, with east and west wings, each twenty-eight by sixty feet, center building, forty by sixty, and east and west wings, each fifty by seventy feet; main school building, fifty-two by fifty-four, with two wings, and twenty-five by sixty feet. All of these buildings are four stories high; center of the front building is five stories, including basement. There are also a boiler and engine house, barns, etc. The total value of the buildings is estimated at \$358,045, and of the eighty-eight acres of land occupied, \$17,570.

The number of inmates has increased from 94, in 1865, to 225, in 1875. Including the Principal, there are ten teachers employed in the deaf and dumb depart-

ment, and four in the blind, besides the Matron and her assistants. Tuition and board are free to all resident subjects of the State, and the Trustees are authorized to assist indigent subjects in the way of clothing, etc., to the amount of \$40 a year. An annual census of all deaf mutes and blind persons in the State, is officially taken and reported to the overseers of the poor, who are to see that these unfortunate members of the human family are properly cared.

#### ASYLUM FOR THE INSANE, AT KALAMAZOO.

This institution was established in 1848, and now consists of two departments, one for males and the other for females. The capacity of the former is 280, and of the latter, 300 patients. In their general construction, both buildings are arranged in accordance with the principles laid down by the Association of Medical Superintendents of American Institutions for the Insane. The buildings are of brick, with stone trimmings, and are very substantial, as well as beautiful. The entire cost of both buildings, with all the auxiliary structures, and 195 acres of land, is about \$727,173.90. The buildings were constructed during the war and immediately afterward. The asylum was opened in 1859 for the care of patients, and up to October 1, 1875, there had been expended for the care and maintenance of patients, exclusive of the cost of construction, \$994,711.32. Indigent patients are received and treated at the asylum at the expense of the counties to which they belong, on the certification of the county authorities, the average cost of maintenance being about \$4.12½ per week. Pay patients are received when there is room for them, the minimum price of board being \$5 per week.

#### EASTERN ASYLUM FOR THE INSANE, AT PONTIAC.

These large, beautiful and very modern structures are located upon a farm of upward of 300 acres, and were erected in 1873-'6, at a cost of about \$400,000. The general plans are similar to those at Kalamazoo. They are built of brick, with stone window caps, belt-courses, etc. There are accommodations for not less than 300 patients.

Michigan pursues a very enlightened policy toward the chronic insane. Provisions have been made for the treatment even of the incurable, so that as much good as possible may be done even to the most unfortunate. The design is to cure whenever the nature of the mental malady will permit; but failing this, to cease no effort which could minister to the comfort and welfare of the patient.

#### PENAL INSTITUTIONS.

The Detroit House of Correction, although a local institution, is used to a considerable extent as an intermediate prison, to which persons are sentenced by the courts throughout the State for minor offenses. Women convicted of felonies are

also sent to this place. The whole number in confinement at this prison for the past decade has averaged a little over 400 at any one time, more males than females. The average term of confinement is but a little more than two months, and the institution is very faithfully conducted.

The State Prison, at Jackson, is one of the best conducted in the Union. The total value of the property is \$552,113. The earnings of the prison in 1878 were \$92,378; number of prisoners, 800. Their work is let to contractors, who employ 450 men at different trades. A coal mine has been recently discovered on the prison property, which proves a saving of several thousand dollars per annum to the State. The earnings of this prison since Gen. Wm. Humphrey has been Warden (1875), has exceeded its current expenses.

The State Prison at Ionia was established a few years ago, for the reception of convicts whose crimes are not of the worst type, and those who are young, but too old for the reform school. The ground comprises 53 acres of land, 13½ of which is enclosed by a brick wall 18 feet high. Estimated value of property, \$277,490; current expenses for 1878, \$45,744; earnings for 1878, \$5,892; number of prisoners December 31, 1878, 250; number received during the year, 346.

#### THE STATE PRISON IN 1880.

The inspectors say that "in a pecuniary sense the year has been a prosperous one to all the industries connected with the prison. Contractors have had a demand for all their products at fair prices and sure pay, and as a consequence contracts due to the State have been promptly paid, and the prison authorities have had none of the troubles and anxieties they have sometimes experienced from the failure of prompt payment for prison labor. The general prosperity of the country is shown by the increased and increasing demands for the products of labor. Whether these products are from the labor or convicts of free men, the consumer does not inquire; therefore it is not surprising, but to have been expected, that the prison industries would share in the general prosperity.

The inspectors report valuation of property as follows:

Real estate.....		\$545,219.55
Personal.....	\$48,618.27	
Cash on hand.....	9,799.82	58,418.09
Aggregate.....		\$603,637.64

The increase over inventory of 1880 is stated at \$29,806.95. Of this amount \$18,155.45 is credited to real estate, \$14,299.88 of which is credited to the expenditure of legislative appropriations, and \$3,855.67 to prison earnings. The increase in the valuation of personal property is \$11,651.50, which amount came entirely from prison labor, showing an aggregate increase from prison labor of \$15,507.07.



The net prison earnings for the year are given as \$95,129.67, and the expenses for the same time \$84,517.66, showing a balance of earnings over expenses of \$10,612.01.

The following are the statistics of prisoners for the year:

Number October 1, 1877 .....	777
Admitted during year .....	281
Total .....	1,058
Discharged by expiration of sentence .....	253
Discharged by death .....	5
Discharged by order for new trials .....	2
Discharged by order of supreme court .....	4
Discharged by pardon of governor .....	13
Escaped .....	3
	280

Remaining in prison September 30, 1880.

Total .....	778
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The detailed inventory covers thirty-six pages, and is minute enough to meet the demands of the most inquisitive investigator into the nature of prison property.

During the term of its operation this prison has received 7,071 persons, committed for offenses which are covered by 757 titles. Of these 5,097 were convicted for offenses against property, 988 of offenses against lives and persons of individuals, 549 of forgery and counterfeiting, 284 of offenses against chastity, morality and decency, 145 of offenses against public justice, and 8 of unclassified offenses.

During the last prison year twenty persons were received under conviction of offenses against life, as follows:

For murder in the first degree .....	2
For murder in the second degree .....	4
For manslaughter .....	3
For assault with intent to kill .....	11
Total .....	20

#### STATE REFORM SCHOOL.

This was established at Lansing in 1855, in the northeastern portion of the city, as the "House of Correction for Juvenile Offenders," having about it many features of a prison. In 1859, the name was changed to the "State Reform School." The government and discipline have undergone many and radical changes, until all the prison features have been removed, except those that remain in the walls of the original structure, and which remain only as monuments of instructive history. No bolts, bars or guards are employed. The inmates are necessarily kept under the surveillance of officers, but the attempts at escape are much fewer than under the more rigid *regime* of former days. This school is for the

detention, education and reformation of boys between the ages of eight and sixteen years, who are convicted of light offenses.

The principal building is four stories high, including basement, and has an extreme length of 246 feet, the center a depth of 48 feet, and the wings a depth of 33 feet each. Besides, there are two "family houses," where the more tractable and less vicious boys form a kind of family, as distinguished from the congregate life of the institution proper. The boys are required to work half a day and attend school half a day. A farm of 328 acres, belonging to the school, furnishes work for many of the working boys during the working season. Some are employed in making clothing and shoes for the inmates. The only shop-work now carried on is the cane-seating of chairs; formerly, cigars were manufactured here somewhat extensively. There is no contract labor, but all the work is done by the institution itself.

The number of inmates now averages about 200, and are taken care of by a superintendent and assistant, matron and assistant, two overseers and six teachers.

#### THE LAND OFFICE

Of this State has a great deal of business to transact, as it has within its jurisdiction an immense amount of new land in market, and much more to come in. During the fiscal year ending September 30, 1877, the total number of acres sold was 50,835.72, for \$87,968.05, of which \$69,800.54 was paid in hand. At that time, the amount of land still owned by the State was 3,049,905.46, of which 2,430,050.47 were swamp land; 447,270.89, primary school; 164,402.55, Agricultural College; 310.26, University; 160, Normal School; 2,115.63, salt spring; 1,840, Asylum; 32.40, State building; 3,342.75, asset, and 380.31, internal improvement. But of the foregoing, 1,817,084.25 acres, or more than half, are not in market.

#### STATE LIBRARY.

Territorial Library, 1828-1835.—The first knowledge that we have of this library, is derived from the records found in the printed copies of the journals and documents of the Legislative Councils of the Territory, and in the manuscript copies of the Executive journals.

The library was established by an act of the Legislative Councils, approved June 16, 1828, authorizing the appointment of a librarian by the Governor, with advice and consent of the Council.

The Librarian so appointed was required to take an oath of office and give bond to the Treasurer of the Territory in the sum of \$1,000 for the faithful performance of his duties; his time of service was for two years, or until another be appointed. The librarian was also required to take charge of the halls and committee room, and other property appertaining to the Legislative Council. He was

also required to make an annual report to the Council, upon the state of the library, and upon all such branches of duty as might from time to time be committed to his charge. For his services he was to receive annually the sum of \$100.

The library seemed to have been kept open only during the actual sittings of the Legislative Council.

The Executive journal, by its records, shows that under the provisions of this act, William B. Hunt was appointed Librarian, July 3, 1828, by Gov. Lewis Cass, for the term of two years. Mr. Hunt continued to act as Librarian until March 7, 1834, when Gersham Molt Williams was appointed by Gov. Porter. Mr. Williams seems to have acted as Librarian until the organization of the institution as a State library. The honored names of Henry B. Schoolcraft, Charles Moran, Daniel S. Bacon, Calvin Brittain, Elon Farnsworth, Charles C. Hascall, and others, are found in the list of the members of the Library Committee.

March, 1836, the State Library was placed in charge of the Secretary of State; in February, 1837, it was given to the care of the private Secretary of the Governor; December 28 following, its custody was given to the Governor and Secretary of State, with power to appoint a Librarian, and make rules and regulations for its government. C. C. Jackson acted as the first Librarian for the State. Lewis Bond also had the care of the books for a time. Oren Marsh was appointed Librarian in 1837, and had the office several years. In March, 1840, the law was again changed, and the library was placed in the care of the Secretary of State, and the members of the Legislature and Executive officers of the State were to have free access to it at all times.

The library was, of course, increased from time to time by legislative appropriations. In 1844, as the result of the efforts of Alexandre Vattemare, from Paris, a system of international exchange was adopted.

April 2, 1850, an act was passed requiring the Governor to appoint a State librarian with the consent of the Senate, and it was made the duty of the librarian to have the sole charge of the library. This act, with some amendments, still remains in force. It requires the librarian to make biennial reports and catalogues. The librarians under this act have been: Henry Tisdale, April 2, 1850, to January 27, 1851; Charles J. Fox, to July 1, 1853; Charles P. Bush, to December 5, 1854; John James Bush, to January 6, 1855; DeWitt C. Leach, to February 2, 1857; George W. Swift, to January 27, 1859; J. Eugene Tenney, to April 5, 1869, and Mrs. Harriet A. Tenney, to the present time. This lady has proved to be one of the best librarians in the United States. She has now in her charge about 60,000 volumes, besides thousands of articles in the new and rapidly growing museum department. She is also secretary of the "Pioneer Society of the State of Michigan," and has charge of the books, papers and relics collected by that society.



The library and these museums are now kept in the new State Capitol at Lansing, in a series of rooms constructed for the purpose, and are all arranged in the most convenient order and with the neatest taste.

#### STATE FISHERIES.

Very naturally, the denser population of the white race, as it took possession of this wild country, consumed what they found already abundant long before they commenced to renew the stock. It was so with the forests; it was so with the fish. An abundance of good variety of fish was found in all our rivers and little lakes by the early settlers, but the abundance was gradually reduced until these waters were entirely robbed of their useful inhabitants. Scarcely a thought of restocking the inland waters of this State was entertained until the Spring of 1873, when a board of fish commissioners was authorized by law; and while the people generally still shook their heads in skepticism, the board went on with its duty until these same people are made glad with the results. Under the efficient superintendency of Geo. H. Jerome, of Niles, nearly all the lakes and streams within the lower peninsula have been more or less stocked with shad, white-fish, salmon or lake trout, land-locked or native salmon, eel, etc., and special efforts are also made to propagate that beautiful and useful fish, the grayling, whose home is in the Manistee and Muskegon rivers. Much more is hoped for, however, than is yet realized. Like every other great innovation, many failures must be suffered before the brilliant crown of final success is won.

The value of all the property employed in fish propagation in the State is but a little over \$4,000, and the total expenses of conducting the business from December 1, 1876, to July 1, 1877, were \$14,000. The principal hatcheries are at Detroit and Pokagon.

### CHAPTER VIII.

#### STATE SOCIETIES.

Organization is the first great means necessary to the accomplishment of any project. In this respect Michigan is peculiarly fortunate. Every class seems to have its organization, and to observe the rules adopted. Among the first bodies of the State the Pioneer Society of Michigan holds, perhaps, the highest place. The officers of the society retain all that energy of character which marked their earlier years; members, generally, take a deep interest in the government of the body, and thus a promise is given of the continued existence of a noble organization.

#### THE PIONEER SOCIETY OF MICHIGAN

Was organized in 1875. Its roll of members contains 408 names, each of which is referred to in the following table:



NAME.	PLACE OF BIRTH.		DATE OF BIRTH.		PLACE AND DATE OF FIRST RESIDENCE IN MICHIGAN.	
	Town or Village.	State.	Date of Birth.	Town.	County.	Date.
65 Curtis Emerson.....	Norwich.....	Vermont.....	Feb. 4, 1810	Detroit.....	Wayne.....	May, 11, 1836
66 B. O. Williams.....	Concord.....	Massachusetts.....	Nov. 18, 1810			November 5, 1815.
67 Edmund H. H. ....	Viola.....	New York.....	Feb. 12, 1811	Bengal.....	Clinton.....	September 6, 1837.
68 Leitch H. ....	Stone Arabia.....	".....	Feb. 18, 1816			1834
69 J. W. Wright.....	Stoddard.....	New Hampshire.....	Aug. 3, 1809	East Arbor.....	Washtenaw.....	October 8, 1835.
70 J. W. Wright.....	Oxford.....	New York.....	April 21, 1809	Tuscola.....	Tuscola.....	December 30, 1836.
71 L. W. Butler.....	Woodstock.....	Vermont.....	July 10, 1808	Watson.....	Jackson.....	June 5, 1832.
72 L. C. Cook.....	Detroit.....	New York.....	July 16, 1808	Saginaw.....	Saginaw.....	November, 1831.
73 Peter B. Sawyer.....	Concord.....	Massachusetts.....	April 21, 1800	Detroit.....	Wayne.....	April 21, 1800.
74 A. R. L. Clark.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
75 Arthur C. J. 1824.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
76 Joseph B. Smith.....	Concord.....	Massachusetts.....	April 8, 1812	Detroit.....	Wayne.....	May, 1837.
77 J. W. Wright.....	Stoddard.....	New Hampshire.....	Aug. 3, 1809	East Arbor.....	Washtenaw.....	October 8, 1835.
78 J. W. Wright.....	Oxford.....	New York.....	April 21, 1809	Tuscola.....	Tuscola.....	December 30, 1836.
79 J. W. Wright.....	Woodstock.....	Vermont.....	July 10, 1808	Saginaw.....	Saginaw.....	November, 1831.
80 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
81 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
82 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
83 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	May, 1837.
84 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	October 8, 1835.
85 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	December 30, 1836.
86 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1831.
87 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
88 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
89 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
90 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	May, 1837.
91 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	October 8, 1835.
92 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	December 30, 1836.
93 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1831.
94 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
95 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
96 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
97 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	May, 1837.
98 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	October 8, 1835.
99 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	December 30, 1836.
100 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1831.
101 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
102 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
103 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
104 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	May, 1837.
105 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	October 8, 1835.
106 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	December 30, 1836.
107 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1831.
108 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
109 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
110 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
111 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	May, 1837.
112 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	October 8, 1835.
113 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	December 30, 1836.
114 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1831.
115 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
116 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
117 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
118 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	May, 1837.
119 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	October 8, 1835.
120 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	December 30, 1836.
121 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1831.
122 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
123 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.
124 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 1, 1834.
125 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	May, 1837.
126 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	October 8, 1835.
127 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	December 30, 1836.
128 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1831.
129 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	April 21, 1800.
130 J. W. Wright.....	Concord.....	Massachusetts.....	June 12, 1831	Le Sueur.....	Wayne.....	November, 1837.





NAME.	PLACE OF BIRTH.		Date of Birth.	PLACE AND DATE OF FIRST RESIDENCE IN MICHIGAN.		
	Town or Village.	State.		Town.	County.	Date.
190 M. A. W. ....	Norwich.	Massachusetts.	Nov. 28, 1791.	Detroit.	Wayne.	August, 1838.
191 M. A. W. ....	Watford.	New York.	Sept. 29, 1797.	Detroit.	Wayne.	April, 1840.
192 M. A. W. ....	Salem.	"	June 1, 1798.	Kalamazoo.	Kalamazoo.	Sept. 1837.
193 M. A. W. ....	Springfield.	"	June 23, 1798.	Berrien.	Berrien.	Sept. 1837.
194 M. A. W. ....	Lapeer.	"	June 23, 1799.	Kalamazoo.	Kalamazoo.	June 24, 1835.
195 M. A. W. ....	Calvin, Cochrans.	New Hampshire.	Nov. 25, 1810.	"	"	November, 1835.
196 M. A. W. ....	Laurel, Ann.	New York.	Mar. 22, 1812.	"	"	June 5, 1839.
197 M. A. W. ....	Massachusetts.	"	Nov. 29, 1816.	"	"	July 10, 1842.
198 M. A. W. ....	"	"	Aug. 11, 1820.	"	"	August 1839.
199 M. A. W. ....	Westland.	New York.	Nov. 29, 1814.	Oakman.	Oakman.	August 1835.
200 M. A. W. ....	Port Huron.	"	Jan. 1, 1806.	Kalamazoo.	Kalamazoo.	September 28, 1836.
201 M. A. W. ....	St. Louis.	"	April 26, 1802.	"	"	April 10, 1833.
202 M. A. W. ....	Virginia.	"	Mar. 7, 1804.	"	"	July 21, 1836.
203 M. A. W. ....	New York.	Massachusetts.	June 14, 1808.	Kalamazoo.	Kalamazoo.	May 15, 1839.
204 M. A. W. ....	Massachusetts.	"	June 19, 1813.	"	"	"
205 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Pondac.	Oakland.	May 23, 1829.
206 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
207 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
208 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
209 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
210 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
211 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
212 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
213 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
214 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
215 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
216 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
217 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
218 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
219 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
220 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
221 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
222 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
223 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
224 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
225 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
226 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
227 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
228 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
229 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
230 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
231 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
232 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
233 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
234 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
235 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
236 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
237 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
238 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
239 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
240 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
241 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
242 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
243 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
244 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
245 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
246 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
247 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
248 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
249 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.
250 M. A. W. ....	Massachusetts.	"	Feb. 18, 1815.	Ann Arbor.	Washington.	May 1837.

\*Died at Marshall, Calhoun Co., June 4, 1877.





NAMES.	PLACE OF BIRTH.		PLACE AND DATE OF FIRST RESIDENCE IN MICHIGAN.	
	Town or Village.	State.	Date of Birth.	Town.
325. J. Eastman Johnson.	Alstead.	New Hampshire.	Dec. 6, 1805.	White Pigeon.
326. James W. Day.	Detroit.	Michigan.	May 18, 1836.	Detroit.
327. W. C. Lisle.	Pike.	Pennsylvania.	July 14, 1814.	Olivet.
328. Joseph Child.	Fredericton.	Michigan.	Sept. 4, 1812.	Frenchtown.
329. J. C. Porter.	Morant.	New York.	April 11, 1824.	Oscego.
330. J. C. Porter.	Porter.	New Hampshire.	Feb. 6, 1811.	Orford.
331. J. C. Porter.	Pondok.	Virginia.	May 4, 1829.	New Buffalo.
332. J. C. Porter.	Giles County.	Ohio.	Nov. 10, 1814.	Warren.
333. J. C. Porter.	Ross County.	New York.	Sept. 7, 1821.	Kalamazoo.
334. J. C. Porter.	Marble.	Vermont.	Jan. 2, 1825.	Seprio.
335. J. C. Porter.	Chatham.	New York.	Nov. 6, 1815.	E River.
336. J. C. Porter.	Saksborough.	New York.	Aug. 4, 1810.	Ionia.
337. J. C. Porter.	Marble.	New York.	April 5, 1810.	Detroit.
338. J. C. Porter.	Marble.	New York.	Feb. 26, 1826.	Yassar.
339. J. C. Porter.	Marble.	New York.	May 6, 1823.	Yassar.
340. J. C. Porter.	Marble.	New York.	Sept. 17, 1824.	Tremont.
341. J. C. Porter.	Marble.	New York.	Jan. 22, 1814.	Jonesville.
342. J. C. Porter.	Marble.	New York.	Feb. 6, 1817.	Litchfield.
343. J. C. Porter.	Marble.	New York.	Nov. 1, 1810.	Jonesville.
344. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
345. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
346. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
347. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
348. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
349. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
350. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
351. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
352. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
353. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
354. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
355. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
356. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
357. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
358. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
359. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
360. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
361. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
362. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
363. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
364. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
365. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
366. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
367. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
368. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
369. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
370. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
371. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
372. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
373. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
374. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
375. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
376. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
377. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
378. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
379. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
380. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
381. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
382. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
383. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
384. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
385. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
386. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
387. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
388. J. C. Porter.	Marble.	New York.	Feb. 22, 1811.	Litchfield.
389. J. C. Porter.	Marble.	New York.	Feb. 22,	

NAMES.	PLACE OF BIRTH.		Date of Birth.	PLACE AND DATE OF FIRST RESIDENCE IN MICHIGAN.		
	Town or Village.	State.		Town.	County.	Date.
390. F. A. F. Blood .....	Deering .....	New Hampshire ..	Oct. 28, 1796 .....	Freemansb .....	Leelanaw .....	June 10, 1824.
391. H. C. B. Bow .....	Staten .....	Connecticut .....	Mar. 15, 1824 .....	Staten .....	Washtenaw .....	September 1831.
392. Samuel H. Bow .....	Michigan .....	Michigan .....	Mar. 15, 1824 .....	Staten .....	Washtenaw .....	March 10, 1841.
393. Nelson B. Jones .....	New York City .....	New York .....	Oct. 22, 1817 .....	Jackson .....	Jackson .....	October 1836.
394. John H. Tinsell .....	June .....	Pennsylvania .....	May 29, 1827 .....	Detroit .....	Wayne .....	May 1843.
395. J. W. Post .....	Deerstown .....	New Jersey .....	Mar. 25, 1827 .....	Detroit .....	Wayne .....	May 1847.
396. Josiah Elades Howell .....	Clinton .....	New Hampshire ..	Feb. 22, 1791 .....	Detroit .....	Wayne .....	October 25, 1845.
397. John H. Howell .....	Clinton .....	New Hampshire ..	Mar. 10, 1800 .....	Detroit .....	Wayne .....	October 25, 1845.
398. J. W. Post .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
399. J. W. Post .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
400. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
401. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
402. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
403. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
404. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
405. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
406. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
407. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
408. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
409. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
410. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
411. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.
412. Henry Howell .....	Clinton .....	New Hampshire ..	Mar. 25, 1827 .....	Detroit .....	Wayne .....	October 25, 1845.

## THE FIRST HISTORICAL SOCIETY OF MICHIGAN

Was incorporated under authority given in the Act of June 23, 1828, with Lewis Cass, Henry Whiting, John Biddle, Gabriel Richard, Noah M. Wells, Richard F. Cadle, Isaac M'Ilvain, Zara H. Coston, Austin E. Wing, Thomas Rowland, John L. Whiting, Henry S. Cole, Jonathan Kearsley, Samuel W. Dexter, Zina Pitcher, Edwin P. James, Henry R. Schoolcraft, and Charles C. Trowbridge, charter members.

## THE STATE AGRICULTURAL SOCIETY

Is distinct from the State Agricultural Board, the latter being simply an executive over the Agricultural College under the laws of the State. The former was organized at Lansing, March 23, 1849, and was especially incorporated by Act of April 2 following, since which time it has numbered among its officers and executive members some of the foremost men of the State. It has held annual fairs in various places, and the number of entries for premiums has risen from 623 to several thousands, and its receipts from \$808.50 to \$58,780. The premiums offered and awarded have increased proportionally.

## STATE POMOLOGICAL SOCIETY.

At an informal meeting of several gentlemen in Grand Rapids, Feb. 11, 1870, it was resolved to organize a State pomological society, and at an adjourned meeting on the 26th of the same month, the organization was perfected, and the first officers elected were: H. G. Saunders, president; S. S. Fuller, treasurer, and A. T. Linderman, secretary. The society was incorporated April 15, 1871, "for the purpose of promoting pomology, horticulture, agriculture, and kindred sciences and arts." During the first two years monthly meetings were required, but in 1872 quarterly meetings were substituted. It now has a room in the basement of the new capitol. T. T. Lyon, of South Haven, is president, and Charles W. Garfield, of Grand Rapids, secretary. Under the supervision of this society, Michigan led the world in the centennial exposition at Philadelphia in the exhibition of Winter apples. The contributions of this society to pomological literature are also richer than can be found elsewhere in the United States.

## THE MICHIGAN STATE FIREMEN'S ASSOCIATION

Was organized April 13, 1875, at Battle Creek, for "the protection and promotion of the best interests of the firemen of Michigan, the compilation of fire statistics, the collection of information concerning the practical working of different systems of organization, the examination of the merits of the different kind of fire apparatus in use and the improvement in the same, and the cultivation of a fraternal fellowship between the different companies in the State." The association holds



its meetings annually at various places in the State, and as often publish their proceedings in pamphlet form.

#### STATE BOARD OF PUBLIC HEALTH.

This board was established in 1873, and consists of seven members, appointed by the Governor, the Secretary *ex officio*, a member and principal executive officer. It is the duty of this board to make sanitary investigations and inquiries respecting the causes of disease, especially of epidemics; the causes of mortality, and the effects of localities, employments, conditions, ingesta, habits and circumstances on the health of the people; to advise other officers in regard to the location, drainage, water supply, disposal of excreta, heating and ventilation of any public building; and also to advise all local health officers concerning their duties, and to recommend standard works from time to time on hygiene for the use of public schools. The secretary is required to collect information concerning vital statistics, knowledge respecting diseases, and all useful information on the subject of hygiene, and through an annual report, and otherwise, as the board may direct, to disseminate such information among the people. These interesting duties have been performed by Dr. Henry B. Baker from the organization of the board to the present time. The board meets quarterly at Lansing.

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## CHAPTER IX.

### MICHIGAN AND ITS RESOURCES.

The pig metal produced by the upper peninsula furnaces during the year 1880 had an approximate market value of \$1,941,000 and the whole of the total output of the Lake Superior iron mines for that year was about \$19,500,000. The aggregate product of these furnaces and mines between the date of the Jackson discovery and the close of the last calendar year was more than \$118,000,000. The product of 1881 promises to exceed \$20,000,000 in value.

#### THE IRON AND STEEL INDUSTRIES.

In what are called the iron and steel industries—including in these terms furnaces, rolling mills, steel-works, forges and bloomaries, and excluding mines—Michigan ranked as the eighth State in 1880 according to the figures collected for the United States census of that year. It was surpassed by Pennsylvania, Ohio, New York, Illinois, New Jersey, Wisconsin and West Virginia. Its increase in this production from 1870 to 1880 was sixty-five per cent., and the totals of the returns for 1880 were as follows:

Number of establishments.....	22
Amount of capital invested.....	\$ 4,175,386
Number of employes.....	3,089
Total of wages paid to employes in 1880.....	\$922,597
Value of materials used in 1880.....	\$3,279,420
Value of the total product of 1880.....	\$4,591,613
Weight of the product of 1880 (in net tons).....	142,716
Weight of the product of 1879 (in net tons).....	86,679

## THE COPPER PRODUCT.

At the close of 1880 the Lake Superior copper districts had produced \$301,654 tons of refined copper valued at \$142,616,137. The total output of that year was 24,869 tons valued at \$9,947,673, which was taken from thirty mines. The production of 1881 will surpass that of any previous year. A paragraph which appeared in an upper peninsula newspaper stating that "the net earnings of the Lake Superior copper mines for the first half of the year 1881 exceed those of any precious metal mining state or territory in the Union," was submitted for verification to Eastern mining authorities, and elicited in reply the following statement, fully substantiating the assertion of the newspaper referred to. The figures given show the net earnings of the gold, silver and copper mines of the States and territories embraced in them for the first six months of 1881:

California.....	\$ 995,000
Nevada.....	791,250
Utah.....	375,000
Arizona.....	900,000
Dakota.....	560,000
Colorado.....	962,000
Montana.....	240,000
Georgia.....	8,000
Michigan.....	1,410,000
Total.....	\$6,244,250

## THE PRODUCTS OF A YEAR.

The natural products of the State in 1879—the latest year concerning which statistics are complete—were estimated by Gov. Jerome in his message to the legislature at the beginning of 1881, to amount to a valuation of nearly \$170,000,000, made up of the following items:

Agricultural products.....	\$88,500,000
Timber.....	60,000,000
Copper.....	8,000,000
Iron.....	10,000,000
Salt.....	2,000,000
Fish.....	1,000,000

## MICHIGAN CROPS FOR 1881.

Returns received from 913 correspondents, located in 664 townships in December, 1881, show the estimated acreage and condition of wheat sowed in 1881 as compared with 1880, the estimated yield in 1881 of corn, clover seed, and potatoes, and the condition (as regards flesh) of cattle and sheep on Dec. 1, as compared with Dec. 1, 1880. The estimates show that the present acreage sown in 1880 by two per cent., and in the counties north of the southern tiers by six per cent., indicating a probable acreage in the State of about 1,834,529 acres. The condition Dec. 1 in the southern four tiers of counties was about 132 per cent., and in the northern counties about 117 per cent., of the condition Dec. 1, 1880. This excellent showing is supplemented in numerous instances by statements that the wheat presents an unusually fine appearance, having started well and obtained large growth. The white grub and Hessian fly are reported present in various localities, but while they undoubtedly did injure individual fields, the reports do not indicate that their ravages noticeably affected the aggregate product of the State. Wheat seldom, if ever, has gone into the Winter in better condition than this year.

The yield of corn in 1881 is estimated at 40,460,901 bushels of ears, or about 20,230,450 bushels of shelled corn. These figures are based on the acreage as estimated in September, and the yield per acre as estimated in December. At the date of making the reports but a small portion of the clover seed had been hulled, and correspondents in the counties in the southern part of the State, and in Grand Traverse and Newaygo counties in the northern section, report the clover seed greatly damaged by the wet weather, many fields being entirely ruined. Some of them estimate one-fourth of the crop destroyed. One correspondent in Cass reported fifteen per cent. rotting in the fields, and another thinks not a bushel will be saved in his township.

The yield of potatoes is estimated at fifty-five bushels per acre in the southern and 109 bushels in the northern counties.

The average condition (as regards flesh) of cattle in the southern four tiers of counties is about the same, and of sheep two per cent. better, while in the northern counties the average of each is about seven per cent. better than on Dec. 1, 1880.

The following statement shows the Population for 1880, Number of Acres of Land Assessed in 1881, Aggregate of Real and Personal Estate as Assessed in 1881, Aggregate of Real and Personal Estate as Equalized by Boards of Supervisors for 1881, Amount Added or Deducted by State Board of Equalization, Aggregate of Real and Personal Estate as Equalized by State Board of Equalization for 1881:



COUNTIES.	Population, 1880.	No. of Acres of Land As- sessed in 1881.	Aggregate of Real and Personal Estate, as As- sessed in 1881.	Aggregate of Real and Personal Estate, as Equalized by Boards of Su- pervisors, 1881.	Amount Added or Deducted by State Board of Equal- ization.	Aggregate of Real and Personal Estate as Equal- ized by State Board of Equal- ization for 1881.
Alcona.....	3,107	366,497.48	\$ 2,492,537.00	\$ 2,492,527.00	Add \$ 7,473.00	\$ 2,500,000.00
Allegan.....	37,806	516,120.00	9,652,330.60	9,303,500.00	Add 4,196,500.00	13,500,000.00
Alpena.....	8,789	279,242.60	3,016,508.50	2,500,000.00	Add 600,000.00	3,100,000.00
Antism.....	5,337	280,656.98	2,152,822.11	2,237,682.25	Add 262,317.75	2,500,000.00
Baraga.....	1,804	321,531.31	639,560.00	639,656.00	Add 660,344.00	1,300,000.00
Barry.....	25,319	357,322.32	11,222,459.00	11,355,292.00	Add 1,694,709.00	18,000,000.00
Bay.....	38,081	486,970.43	12,301,183.00	11,000,000.00	Add 7,000,000.00	18,000,000.00
Benzie.....	3,413	180,329.45	1,205,586.00	1,021,494.00	Add 478,506.00	1,500,000.00
Berrien.....	36,780	352,489.00	12,918,131.00	13,014,937.00	Add 1,958,063.00	15,000,000.00
Branch.....	24,941	315,183.00	10,261,965.09	10,155,000.00	Add 7,345,000.00	17,500,000.00
Calhoun.....	38,452	440,710.00	19,527,765.00	20,504,153.25	Add 3,995,846.75	21,500,000.00
Cass.....	22,008	310,549.00	13,667,662.00	14,280,000.00	Add 1,220,000.00	15,500,000.00
Charlevoix.....	5,114	222,581.00	1,631,271.00	1,632,851.00	Add 566,149.00	2,000,000.00
Chenoweth.....	6,224	416,744.28	2,701,834.00	2,701,000.00	Add 299,000.00	3,000,000.00
Chippewa.....	5,213	505,283.00	1,558,071.00	1,558,071.00	Add 441,929.00	2,000,000.00
Clare.....	4,187	339,201.73	2,377,681.00	1,889,078.00	Add 610,922.00	2,500,000.00
Clinton.....	27,531	361,235.53	16,631,293.00	15,298,500.00	Add 701,500.00	16,000,000.00
Crawford.....	1,159	252,783.00	935,241.05	925,940.35	Add 274,059.65	1,200,000.00
Delta.....	6,812	No report.			Add 2,500,000.00	2,500,000.00
Easton.....	31,222	358,808.58	12,562,796.00	12,000,000.00	Add 4,000,000.00	16,000,000.00
Emmet.....	6,640	191,714.00	1,827,894.05	836,393.00	Add 1,163,607.00	2,000,000.00
Genesee.....	39,219	402,013.00	19,166,661.00	19,115,427.71	Add 1,884,572.29	21,000,000.00
Gladwin.....	1,127	305,912.19	1,022,900.00	1,059,095.00	Add 140,905.00	1,200,000.00
Grand Traverse.....	8,432	210,598.79	2,439,964.00	2,525,875.00	Add 474,125.00	3,000,000.00
Grafton.....	21,937	357,607.00	7,126,921.00	3,500,000.00	Add 3,500,000.00	7,000,000.00
Hilldale.....	32,720	375,911.00	17,012,674.00	18,018,234.00	Add 2,986,766.00	21,000,000.00
Houghton.....	32,720	411,710.55	3,619,284.00	3,619,284.00	Add 880,411.00	2,500,000.00
Imperial.....	20,089	510,891.11	4,561,982.00	4,661,982.00	Add 338,018.00	5,000,000.00
Ingham.....	33,677	312,333.57	15,811,318.00	10,942,200.00	Add 5,057,800.00	16,000,000.00
Ionia.....	33,772	361,504.23	15,480,291.00	14,930,751.00	Add 1,069,249.00	16,000,000.00
Iosco.....	6,878	245,870.47	1,102,791.59	1,162,000.00	Add 838,000.00	2,000,000.00
Isabella.....	12,159	354,086.79	3,691,736.00	3,100,000.00	Add 900,000.00	4,000,000.00
Isle Royal.....	55	No report.			Add 100,000.00	100,000.00
Jackson.....	42,021	431,641.60	8,872,448.00	9,255,301.00	Add 17,744,699.00	27,000,000.00
Kalamazoo.....	34,442	349,693.00	18,901,030.00	19,083,537.00	Add 3,915,463.00	23,000,000.00
Kalamazoo.....	2,937	330,705.52	2,475,991.62	2,480,307.00	Add 18,693.00	2,500,000.00
Kent.....	73,252	532,885.50	18,016,252.00	18,013,210.00	Add 14,986,790.00	33,000,000.00
Keweenaw.....	4,270	203,570.23	619,264.13	778,199.13	Add 61,800.87	800,000.00
Lake.....	3,233	341,249.03	1,921,420.00	1,826,202.00	Add 173,798.00	2,000,000.00
Lapeer.....	30,138	412,329.00	12,136,591.00	12,135,000.00	Add 865,000.00	1,500,000.00
Leelanaw.....	8,243	18,221.79	1,602,971.00	740,140.00	Add 225,966.00	900,000.00
Leviawee.....	48,318	463,836.60	26,852,269.00	27,045,964.00	Add 454,036.00	27,500,000.00
Livingston.....	22,251	362,262.00	12,455,417.00	9,338,410.00	Add 5,661,590.00	15,000,000.00
Macmac.....	2,902	323,151.33	1,104,955.71	1,102,955.71	Add 1,096,044.29	2,500,000.00
Macomb.....	31,627	296,055.00	16,010,686.00	16,000,000.00	Add 1,000,000.00	15,000,000.00
Manistee.....	12,513	312,024.07	1,686,782.00	1,691,250.00	Add 1,808,750.00	3,500,000.00
Isle Royal.....	1,334	No report.			Add 250,000.00	250,000.00
Marquette.....	25,322	1,503,792.11	3,121,480.55	2,904,940.00	Add 2,095,060.00	5,000,000.00
Mason.....	10,063	283,442.93	2,165,244.80	3,165,244.80	Add 165,244.80	3,000,000.00
Macoma.....	13,973	343,773.00	2,868,075.80	3,047,933.80	Add 452,066.29	3,500,000.00
Menominee.....	11,988	722,624.44	1,757,862.25	1,757,862.25	Add 742,137.75	2,500,000.00
Midland.....	6,894	323,206.92	2,113,221.00	2,009,863.00	Add 990,137.00	3,000,000.00
Missaukee.....	1,553	326,999.86	1,519,558.44	1,537,558.44	Add 262,441.56	1,800,000.00
Monroe.....	33,623	351,414.00	14,952,990.00	15,213,276.50	Add 786,723.50	16,000,000.00
Montcalm.....	33,148	416,517.00	9,306,171.00	8,490,000.00	Add 1,010,000.00	9,500,000.00
Montmorency.....		239,347.00	1,211,247.00	1,202,873.00	Add 47,127.00	1,250,000.00
Muskegon.....	26,586	279,286.29	3,586,559.00	3,320,102.25	Add 3,179,897.75	6,500,000.00
Newaygo.....	14,688	527,704.00	2,518,083.00	2,146,292.00	Add 1,853,708.00	4,000,000.00
Oakland.....	41,537	510,520.00	24,432,277.00	23,505,277.00	Add 2,744,723.00	26,250,000.00
Ogemaw.....	11,699	333,316.29	1,736,393.00	1,775,593.00	Add 1,224,407.00	3,000,000.00
Ontonagon.....	1,914	319,180.62	905,693.00	1,116,933.32	Add 383,066.68	1,500,000.00
Ontonagon.....	2,435	739,809.29	1,111,101.00	1,921,559.00	Add 278,343.00	2,000,000.00
Oscoda.....	10,472	359,177.00	1,897,220.00	1,907,220.00	Add 592,780.00	2,500,000.00
Oscoda.....	467	220,647.60	749,468.00	719,468.00	Add 250,632.00	1,000,000.00
Ontonagon.....	1,974	302,486.00	1,162,518.00	1,119,918.00	Add 380,052.00	1,500,000.00
Ontonagon.....	33,125	341,608.49	6,833,087.00	6,316,619.00	Add 2,183,381.00	8,500,000.00
Presque Isle.....	3,113	264,910.34	1,029,825.99	1,029,825.99	Add 220,174.01	1,250,000.00
Rosebush.....	1,459	274,023.62	1,175,732.11	1,076,132.14	Add 423,867.86	1,500,000.00
Saginaw.....	59,095	581,681.21	20,697,191.00	19,936,020.00	Add 5,063,969.00	25,000,000.00
Sandwich.....	29,341	595,712.61	3,899,273.00	3,906,254.00	Add 1,093,746.00	5,000,000.00
Schoolcraft.....	1,515	725,125.41	2,481,034.41	1,934,705.00	Add 567,295.00	2,500,000.00
Shiawassee.....	27,059	336,715.27	11,947,044.00	11,010,000.00	Add 2,490,000.00	13,500,000.00
St. Clair.....	16,194	432,461.00	13,653,363.00	11,141,078.00	Add 3,858,922.00	15,000,000.00
St. Joseph.....	26,626	312,365.00	15,994,663.00	16,104,818.00	Add 1,896,152.00	18,000,000.00
Tuscola.....	25,739	501,006.00	7,712,647.00	8,156,378.00	Add 843,642.00	9,000,000.00
Twin Lake.....	39,097	381,681.21	12,697,438.00	12,000,000.00	Add 2,000,000.00	14,000,000.00
Washtenaw.....	41,818	441,493.19	29,024,865.00	30,000,000.00		30,000,000.00
Wayne.....	166,126	368,415.00	110,693,130.00	117,839,593.00	Add 12,160,407.00	130,000,000.00
Wexford.....	6,815	336,754.80	1,935,864.00	1,822,901.50	Add 1,177,098.00	3,000,000.00
Total.....	1,636,335	29,306,820.20	\$669,314,283.55	\$654,005,885.42		\$810,000,000.00

## THE VESSEL INTEREST.

According to the tonnage statistics of the United States for the date of June 30, 1880 (as given in the American almanac for 1881), not one of the States located away from the ocean coast equals Michigan in the number of vessels owned by its citizens or in their aggregate tonnage. The exact figures are given in this table:

State.	No. of Vessels.	Total Tonnage.
Michigan.....	979	105,176
Illinois.....	439	50,034
Wisconsin.....	283	71,073
Ohio.....	425	133,019
Missouri.....	319	141,075

Michigan also surpasses, in this respect, the seaboard States of Connecticut, New Hampshire, Rhode Island and Oregon, and all the cotton and gulf States, while it far outstrips in tonnage both Virginia and Maryland, although surpassed by them in the number of vessels. It exceeds California in the number of its vessels, but not in the tonnage total. The coast line of Michigan is only surpassed by that of Florida, and it has ports upon four of the great lakes. Its coasting trades exceedingly valuable, and its vessel interest represents much capital and enterprise, and deserves an important place in a catalogue of its sources of employment for labor. In this connection the fact should be mentioned that ship yards are located at Detroit, Wyandotte, Port Huron, Bay City, Marine City, St. Clair, Grand Haven and other shore towns and ports.

## THE GROWTH OF FORTY YEARS.

A subject of such vital interest demands the first attention of every agricultural society and every agriculturist in the State, and to present at a glance the growth and magnitude of the industry, we have prepared from authentic sources, a little table showing the acreage, the yield per acre, when possible, and the aggregate bushels grown at intervals for the last forty years:

Years.	Acres.	Yield per Acre.	Bushels.
1840.....	.....	.....	2,137,169
1849.....	192,570	10	1,925,700
1853.....	173,454	15	2,601,814
1860.....	.....	.....	3,311,266
1863.....	243,821	11½	2,788,122
1869.....	.....	.....	10,233,372
1873.....	1,114,484	13.35	14,875,232
1876.....	1,123,212	13½	15,163,164
1877.....	1,112,352	15	16,685,280
1878.....	1,123,841	15	16,857,615

## LEADING THE VAN.

Out of the nine wheat States which outranked Michigan in 1840, she has outstripped all but Ohio, Indiana and Illinois, while Iowa, Minnesota, Wisconsin and California have, within the last few years, shot forward into the front rank. Compared with these great States, the Lower Peninsula surpasses them all save Indiana, area for area, in wheat production, and were it possible to compare the proportion of land under cultivation in the two States, there can be no doubt but it would surpass Indiana, also. The State motto might well read: "If you seek the American wheat peninsula, look around you."

The table also reveals the surprising fact that while the aggregate product of wheat in Michigan has doubled about every ten years, the average yield per acre has increased from ten bushels, in 1849, to eighteen bushels, in 1877. The causes for this most gratifying result are not far to seek. It is due to the greater care of farmers in selecting seed; to the introduction of new varieties, such as the Clawson, which yields better than its predecessors; to improved machinery and methods of drilling and harvesting; and to an increase of live stock, and consequent increase of fertilization. The increase in the aggregate is due mainly, to the rapid settlement and clearing up of the country, and there is no reason to suppose that the increase will be seriously checked until the millions of acres of wild lands are finally brought under cultivation. What the limit will be, must be left to conjecture.





# HISTORY OF ST. CLAIR COUNTY.

## EARLY HISTORY.

THE history of this old county of Michigan presents what may be termed, *an old truth newly learned*, viz., that the most easterly point of the peninsula is also the first discovered land of the State. When it is remembered that the wanderer, Nicolet, passed some years within easy distance of the outlet of that lake Huron which he named, it is not a matter for surprise to learn something of both the lake and river from his descriptions, as furnished to his illustrious patron, Champlain. Again, there cannot exist a doubt regarding the visit of the venerable Le Caron, Mesnard and other missionaries to the Indians on both sides of the river St. Clair; for although his principal services were rendered in the Lake Superior region, his stay with the savages on the Sauble and southward to this river, was acknowledged as brief but profitable. Even before Pere Mesnard, the names of Fathers Raymbault and Jacques were known along the eastern lake and river borders of Michigan.

To know the beginnings of this county, one must revert to a period in our history anterior to the era of French exploration proper—thirty years before the venerable Rene Mésnard appeared upon the shores of Lake Huron (1660), long before the Jesuit, Claude Allouez, arrived at the mouth of French River (1665), and longer still, before Father Marquette appeared in Michigan (1668).

The first notice of the territory bordering on Lake Huron was made about 1615, by Father Le Caron, and next in 1630, when Jean Nicolet traveled west from Nipissing, over the very route which the first missionary father adopted, as well as that traversed in after years by his Jesuit successors, and arrived on the shores of the lake. The light which this discovery shed upon history was such an exceedingly faint gleam—apparently imperceptible—that it would have ceased to shine entirely had not a reference been made to it in a report sent to France by the Superior of the Canadian Jesuits, in 1632, printed in the “Jesuit Relations,” of 1639, at Paris.

Upon the St. Lawrence River, Samuel Champlain built his village early in the seventeenth century. There the spirit of enterprise and energy burned brightly, for in Champlain was centered many of those qualities which fit men to direct and govern. This illustrious Frenchman lost no opportunity to make himself acquainted with the unknown land which stretched beyond his Western explorations, and, in his search after knowledge, requisitioned Indian intelligence, so that, through report, he might be able to gain some idea of the topography of the Western country. He learned of the Mascoutins, of the Winnebagoes, and more of the Pottawatomies and Ojibwas than Huron or Algonquin had ever related to him hitherto. All that was known of the Ojibwas, during the first quarter of the seventeenth century, was, that they had come from a cold country, bordering on the northern ocean, at a remote period, with the Winnebagoes, and settled in the neighborhood of the great lakes; that they sometimes traded with the Algonquins, and oftentimes came to the banks of the Ottawa as enemies. With this information, and an ardent desire to penetrate the mysterious West to urge him on, Champlain made many efforts toward exploration. At length he adopted his protégé, Jean Nicolet, to direct an exploration, and this man, endowed with the controlling spirit of his director, completed a round

of discovery in 1634, and returned to Quebec the following year. Previous to Nicolet's return, Gov. Champlain learned more and more of the chain of lakes and rivers which form the eastern boundary of Michigan, and as he was himself a practical draughtsman, he made the first attempt at a delineation of the lake region, which chart was given in his work, *Les Voyages de la Nouvelle France*, published in Paris in 1632. The descriptions accompanying the map are much more applicable to the country, as we know it, than the map itself, and refer very distinctly to the lake and river, ending and beginning at Fort Gratiot. In his report to the home government, in 1636, he evidently makes use of information gleaned from the explorer Nicolet, and recommends a point at the outlet of what Nicolet named Lake Huron, for the building of a military post or trading village; while in the same letter he suggests the establishment of a Mission Village some distance north, on the eastern shore. There is no record of the recommendation being acted upon immediately, although a doubt cannot be entertained regarding the building of Fort St. Joseph, near the present Fort Gratiot, by Daniel Graysolon Du Luth, in 1686. Pere René Mesnard established a mission at the point suggested by Champlain in 1660. It is unnecessary here to say more regarding this mission than that there is sufficient evidence to point out its establishment in 1660, and to give the following summary from Mrs. B. C. Farrant's able paper on the reminiscences of Edward Petit, which points out the ruins and location of the mission: So recently as 1625-30, Edward Petit, son of Anselm Petit, one of the original settlers of Port Haron, entered the employ of G. & E. Williams, fur traders. His duty called him among the Canadian Indians, and while there he made a stay on the Sauble River, forty miles north of Sarnia. In the vicinity of his camp were the ruins of an ancient house, which, on measuring, he found to have an area of 960 square feet, or a floor 40x24 feet. In the south or gable end was a chimney eighteen feet high, built of stone, with an open fireplace. The hearthstone had sunk below the ordinary level. Round the ruin was a garden about twelve rods wide, and twenty rods long, bearing evident traces of ditches and alleys. Within the walls, an oak tree, three feet in diameter, and sixty feet high, minus a limb and perfectly straight, was found to flourish. It seemed to be of a second growth, and must have been 150 years old when observed by Mr. Petit. This ruin and tree excited the curiosity of the trader, and prompted him to ask one of the aged Saguenay chiefs, then eighty four years old, what he knew about the house or its builders. The savage replied: "A white man built the house at a time when my great-great-great-great-grandfather lived there and white people lived then in all the country round. They were not Frenchmen, and everything, no matter of how great or small value, was sold for a peminick," meaning a dollar.

It is questionable, indeed, whether the location of Du Luth's Fort St. Joseph was settled between the years 1635 and 1686; enough remains, however, to show that this district was known at that early period, and that the French military enterprise of the latter part of the seventeenth, was anticipated by that of Champlain and Nicolet of the first part of that century.

To Jean Nicolet, next to Pere Le Caron and Frere Sagard, both Franciscan Friars, belongs the honor of the first place in the history of Michigan. Nor is that honor due from mere accidental events, as is so often the case in discovery of new countries; for it was won by the deliberate accomplishment of a laborious and dangerous undertaking, whose purpose was, so far as evidence can now be adduced, substantially achieved. The sparse records of the life of this man contain but the barest outlines of his earlier days, though future research among original documents, it is to be hoped, will shed more light on the obscured details. It is known that he was of French nativity, born in Normandy, and that he emigrated to Canada in the year 1616, being a protégé of Champlain. The date of his birth is not preserved in any document extant. Upon his arrival in New France, he at once took up his residence at Allumettes Island, on the Ottawa, that he might the better study the Indian tongue, and thereby fit himself for the office of interpreter. In 1622, but four years after his arrival, he is mentioned as having acquired an extensive influence over the Algonquin tribes. From 1623 to 1631, Nicolet lived with the tribes of the Nipissing. This is stated on the authority of his friend Father Le Jenne, although other of the "Jesuit Relations" record that the period of his residence with the Nipissing tribes was from 1629 to 1632. It is determined by those who have made a special study of the subject, that Nicolet began his Western travels in the summer of 1634, and returned to Quebec in 1635.

The nature of this work precludes the possibility of arguing this question, but as several hitherto accepted theories are controverted, the authorities governing this deduction are named, as follows: "Jesuit Relations, Discovery of the Northwest;" "Melanges D' History et de Literature." Parkman observes that "Nicolet was a remarkable man," and so he must have been, to win the confidence of the savage tribes to that degree which enabled him to penetrate into the remote regions of their homes, and there conduct a peaceful enterprise with the warlike savages, for the advancement of commerce in fur and peltry.

The long journeying from Quebec was undertaken at the suggestion of Champlain, and in the official capacity of interpreter of the company of one hundred associates of New France, which was formed in 1627, with a view to the development of the immense resources of the Western wilderness in furs. The mission of Nicolet was not to establish peace, as distinguished from warfare, between the Hurons and Peninsular savages; but was, rather, a mission of peace, to cement the friendly relations of these tribes, as well as the Nez Perces or Ottawas, and other tribes in the general interests of the French.

Nicolet visited the Hurons on his westward journey, at their home on the eastern side of the lake which bears their name, and negotiated with them. It is recorded by Parkman that, upon his arrival at Winnebago Town, he sent some of his Indian attendants to announce his coming, put on a robe of damask, and advanced to meet the expectant crowd with a pistol in each hand. The squaws and children fled, screaming that it was a manitou, or spirit, armed with thunder and lightning; but the chiefs and warriors regaled him with so bountiful a hospitality, that 120 beavers were devoured. One of the objects of Nicolet's visit to the Green Bay country was to smoke the pipe of peace with its savage occupants, and to counsel harmony among all the tribes of the upper lakes visited by him, to the end that all might be visited by the French from the St. Lawrence, for the purpose of trading for furs. Peace was promised; but the Winnebagoes, immediately after he left them, attacked the Nez Perces, located upon the eastern waters of Lake Huron, capturing and eating two of their men. Five years later, probably, they were themselves attacked by the Illinois, from the widely extended prairie to the south, and nearly exterminated.

In 1641, the Pottawatomies left their ancient homes on the island of the upper lakes, seeking refuge among the Chippewas, at the Sault Ste. Marie, near the foot of Lake Superior. Returning, however, some years afterward, and again visiting Michigan, they spread themselves through the Peninsula from Sault de Ste. Marie to Grand River, and to the Huron of Lake Erie. Nicolet visited many of the surrounding nations. He retraced his way to the St. Lawrence in the summer of 1635, reaching Quebec in safety. The parish records of that city furnish the information that this brave man was occupied with various duties from 1635 to the day of his death, and shows conclusively that his journey must have been made at the date given, and that he was not absent from Quebec long enough at any time to have performed the feat subsequent to 1635.

Nicolet married Marguerite Couillard, at Quebec, October 7, 1737. He lost his life while on a mission to save a poor Abenaki from the Algonquins, by the capsizing of his boat, October 31, 1642. To this bold adventurer, whose knowledge of the Western tribes was gained by actual experience, must all praise be given for having opened to the devoted followers of the Cross, the way to new fields of usefulness.

There were none to follow Nicolet to the wild West until 1641, when a great "feast of the dead" given by the Algonquins in Huronia, gathered there all the kindred tribes to take part in the funereal games, the dances, chants, and mournful processions of those decennial rites. Among the rest came the Ojibpwes from the Rapids, which then closed to the vessels of men, the entrance of the vast upper lake. These deputies, like the rest, were visited by the Jesuit missionaries, and so won were the good Ojibpwes by the gentle, self-devoting ways of those heralds of the Cross, that they earnestly invited them to their cabins at the Falls of Ste. Marie, near the foot of Lake Superior, portraying, with all the lively imagination of the child of the forests, the riches and plenty that reigned in their sylvan abodes. Ever eager to extend their spiritual conquests, to enlarge the bounds of freedom in this Western world, the missionaries joyfully accepted the invitation of the Ojibpwes. By command of the superior, two mission-



ary Fathers. Charles Raymbault, a man thoroughly versed in the Algonquin customs and language, with Pere Isaac Jacques,—no less complete an Indian scholar—were dispatched to visit them. On the 17th of June they launched their canoes at the mission house of St. Mary's, in the country of the Huron Indians, and for seventeen days advanced over the crystal waters of the inland sea (Lake Huron), amidst the beautiful islands which stretch across the lake, clustering around the lake-gemmed Manitoulin, so hallowed to the Indian's mind. When they reached the Falls of St. Marie, they found two thousand Indians assembled there, and amid their joyful greetings the missionaries gazed with delight on the vast field which lay before them. They heard of tribe after tribe which lay around, and ever and anon of the terrible Madowesse (Sioux), who dwelt on the great river of the West (Mississippi). Earnestly did the Ochipwes press the two fathers to stay in their midst. "We will embrace you," said they, "as brothers: we shall derive profit from your words;" but it could not be so. The paucity of missionaries in the Huron country did not yet permit of the establishment of that distant mission. Raymbault and Jacques could but plant the cross to mark the limit of their spiritual progress; yet they turned it to the south, for thither now their hopes began to tend. After a short stay, they returned to St. Mary's, and hopes were entertained of soon establishing a mission on Lake Superior; but Raymbault shortly afterward fell a victim to the climate, while Jacques began in his own person a long career of martyrdom, prelude to the ruin of the Huron Mission, the death of its apostles, and the destruction of the tribe. The Jesuit missionaries located in the country of the Huron Indians, always wide awake to obtaining knowledge of the region lying to the westward and northward of Lake Huron, had, nevertheless, but meager accounts of the country even down to 1648.

The pipe of peace which Nicolet smoked with the Western tribes was not productive of immediate good returns. The death of Champlain, and the change in purposes and ambitions among the Canadian settlers, produced in the east an almost total forgetfulness of the upper lake country. For at least two decades of years after the discovery by Nicolet, very dim and shadowy is its history. Here and there references to the lakes, and the Indians inhabiting their shores, are made by Jesuit missionaries in their Relations. These "Relations" were the records kept by priests, of their experiences in their arduous calling. For many years, beginning in 1632, the Superior of the Jesuit Mission in Canada—then New France—sent every summer to Paris his reports, which embodied or were accompanied by those of his subordinates. For forty years, these reports were annually published in Paris, and were known as the "Jesuit Relations." These which are of interest to the student of Michigan history begin with the year 1639-40, and extend to 1672. Says one of these records, of date 1648: "This Superior Lake extends to the northwest, that is to say, between the west and the north. A peninsula, or strip of land quite small, separates this Superior Lake from another third lake, called by us the Lake of the Paunts, which also discharges itself into our fresh water sea, through a mouth which is on the other side of the peninsula, about ten leagues more to the west than the Sault. This third lake extends between the west and the southwest, more toward the west, and is almost equal in size to our fresh water sea. On its shores dwell a different people, of an unknown language, that is to say, a language that is neither Algonquin nor Huron. These people are called the Paunts, not on account of any unpleasant odor that is peculiar to them, but because they say they came from the shores of the sea far distant toward the west, the waters of which being salt, they call themselves 'the people of the stinking water.'" Another account, written in 1654, after giving the arrival at Montreal of a fleet of canoes loaded with furs, belonging to friendly Indians who came from the upper country, a distance of 400 leagues, speaks of a part of these Indians being the Tobacco nations of the Hurons, and a portion Ottawas, and adds: "These tribes have abandoned their ancient country, and have retired toward the more distant nation in the vicinity of the great lake, whom we call Paunts, in consequence of their having dwelt near the sea, which is salt, and which our savages call 'stinking water.'" The Hurons had been entirely overthrown by the Iroquois in 1649 and 1650, and had abandoned their country. A division of this nation called the Tobacco Indians, with such other Hurons as had taken refuge with them, settled on Mackinac Island, where they were joined by a branch of the Ottawas, nicknamed by the French, *Cheroux-rehens*, or Standing Hair; hence this statement in

the "Relations" that these nations had "retired toward the more distant" Winnebagoes. Again in the same year this is recorded: "In the islands of the 'lake of the people of the sea,' whom some persons wrongly call the 'Paunts,' there are many tribes whose language closely resembles the Algonquins." In 1656, one of the Jesuits writes: "Our attention has been directed toward a number of nations in the neighborhood of the 'Nation of the Sea,' whom some persons have called the Paunts, in consequence of their having formerly dwelt on the shores of the sea, which they call 'Winipeg,' that is to say, 'stinking water.'" Then follows an enumeration of the villages of Illinois and Sioux Indians, and of two other nations, the "Ponarak" and "Kirtinous." Such are the meager records of the West after its visitation by Nicolet, down to the year 1658.

In August, 1656, a band of the Ottawas, or other Algonquins, numbering 300, and in fifty birch bark canoes, appeared upon the St. Lawrence. These savages demanded commerce with the French and missionaries for the boundless West. This was the beginning of the commerce of the Northwest. But for the greed of the fur trader and the zeal of the Jesuit, the story of Nicolet would soon have passed from the minds of the Frenchmen inhabiting the St. Lawrence; and the discovery of Michigan, like the discovery of the Mississippi by De Soto, would soon have faded from the memory of man. But a missionary, whose name is not appended to the "Relations," and it is, consequently, uncertain who the reverend father was - took from the lips of an Indian captive, named Asatanik, and a man of considerable importance, an account of his having, in the month of June, 1658, set out from Green Bay for the north, passing the rest of the summer and following winter near Lake Superior - so called because of its being above Lake Huron. This Indian informed the Jesuit of the havoc and desolation of the Iroquois war in the West; how it had reduced the Algonquin nations about Lake Superior. The same missionary saw at Quebec two Frenchmen, who had just arrived from the upper countries with 300 Algonquins in sixty canoes, laden with peltries. These fur-traders had passed the winter of 1659 on the shores of Lake Superior, during which time they made several trips among the surrounding tribes. In their wanderings they probably visited some of the northern parts of what is now Michigan and Wisconsin. They saw, at six days' journey beyond the lake, toward the southwest, a tribe composed of the remainder of the Hurons of the Tobacco nation, compelled by the Iroquois to abandon Mackinac, and to bury themselves thus deep in the forests, that they might not be found by their enemies. The two traders told the tales they had heard of the ferocious Sioux, and of a great river upon which they dwelt—the "great water," of Nicolet's guides. Thus a knowledge of the Mississippi began to dawn again upon the civilized world. It may be well to remember, in this connection, that the fur-traders came to what is now Michigan in advance generally of the missionaries. They led the way for the Jesuit fathers; but as trade was their object, and they left no record of their visits, only vague knowledge is had of what they really saw or did. But slight mention is made of them in the Relations, where, as much as possible, their presence and doings are kept in the background.

The narratives of the Indian captive and of the two Frenchmen were not lost upon the zealous Jesuits; for, two years later, Rene Mesnard attempted to plant a mission on the southern shore of Lake Superior, but perished in the forest by starvation or the tomahawk. Thoroughly inured to Indian life, with many a dialect of Huron and Algonquin at his command, this missionary in endeavoring to establish the cross so far to the westward, went, with eight Frenchmen and a number of Ottawas, starting from Three Rivers, Canada, August 28, 1660. He made his way to the Georgian Bay, and thence to a large bay upon the southern shore of the lake, in all probability what is now known as Keweenaw. There, however, he met with little success in founding a mission. He subsequently determined to visit some Hurons who were then located upon, or near, the Noquet Islands, and who had sent to implore the missionary to come amongst them, as they had long been destitute of a pastor, and many of them were fast relapsing into Pagan habits. It should be remembered that the Hurons proper, and their allies and kindred of the Tobacco nation, had, many years before, while living near the Georgian Bay of Lake Huron, Canada, received the Jesuit missionaries at their villages, and numbers had professed Christianity. Three of Mesnard's companions were sent to explore the way. Descending the Menominee River, they finally reached the Huron village, where they found a few wretched Indians.



mere living skeletons. On their way they encountered great hardships, owing to the rapid current of the stream, its portage and precipices. Convinced of the impossibility of Mesnard's reaching the Hurons, or remaining with them if he did, they returned, encountering still greater difficulties in ascending the river. These Frenchmen were, doubtless, in their perilous journey, many times upon what is now the territory of Michigan. On their arrival at the lake, they implored the aged missionary not to attempt a journey evidently beyond his strength. But to their remonstrance he interposed, "I must go if it costs me my life." He set out with one Frenchman and some Hurons. The seventeen other companions returned to the St. Lawrence. Mesnard was soon left by the Hurons, and was afterward lost from his companions, who sought for him, but in vain. It seems that, while his attendant was employed in transporting a canoe, Father Mesnard accidentally became separated from him. This was about the 10th of August, 1661. With him perished the first mission—if, indeed, it can be called one—upon the shores of the upper lakes. His faithful companion, *Donné John Guerin*, reached the Huron village in safety. There was not at that time another missionary station nearer than Montreal. But the failure of this first attempt did not discourage the Jesuits, or quench their enthusiasm. But who was the man to cope with the thousand difficulties surrounding the establishment of a mission so far in the western wilds?

With better hopes, undismayed by the sad fate of Mesnard, indifferent to hunger, nakedness and cold, to the wreck of their ships of bark, and to fatigue and privations by night and by day—in August, 1665, Father Claude Allouez embarked on a mission, by way of the Ottawa, to the far West. Early in September, he reached the rapids through which the waters of Lake Superior rush to Lake Huron, and admired the beautiful river, with its woody isles and inviting bays. On the 2d of that month, he entered the great lake, which the savages revered as a divinity, and of which the entrance presents a spectacle of magnificence rarely excelled in the rugged scenery of the North. He passed the lofty ridge of naked sand which stretches along the shore its drifting heaps of bareness; he urged his canoe by the cliffs of pictorial sandstone, which for twelve miles rise 300 feet in height, fretted by the chafing waves into arches and bastions, caverns and towering walls, heaps of prostrate ruins, and erect columns crowned with fantastic entablatures. Landing on the south shore, the said mass, thus consecrating the forests which he claimed for a Christian King. Sailing beyond the bay of St. Theresa (so named by Mesnard, now Keweenaw Bay), and having vainly sought for a mass of fine copper, of which he had heard rumors (this being the first known of this metal by the whites), on the 1st day of October, he arrived at the village of the Ojibbewas, on the west shore of the bay of Chagouamigong or Chegoimegon. It was at a moment when the young warriors were bent on a strife with the warlike Sioux. A grand council of ten or twelve neighboring nations was held, to wrest the hatchet from the hands of the rash braves; and Allouez was admitted to an audience before the vast assembly. In the name of Louis XIV. and his viceroy, he commanded peace, and offered commerce and an alliance against the Iroquois; the soldiers of France would smooth the path between the Ojibbewas and Quebec; would brush the pirate canoes from the rivers; would leave to the Five Nations no choice between tranquillity and destruction. On the shores of the bay to which the abundant fisheries attracted crowds, a chapel soon rose, and the mission of the Holy Spirit was founded.

Claude Allouez traveled by the Ottawa, Lake Nipissing and French River to the Georgian Bay, and is supposed to have traversed the eastern shore of Lake Huron, as far south as the first Mesnard mission on that shore, and perhaps to the point which Nicolet suggested for a trading post, if not to the very site selected by Du Luth, twenty-one years later. In the *Jesuit Relations*, 1667, the following references to this journey of Pere Allouez are made: "During the two years that Father Allouez has remained among the Indians, he has observed the customs of all the nations that he has seen, and carefully studied the means that may facilitate their conversion. There is employment for a good number of missionaries, but there is nothing for them to subsist upon; one part of the year they live upon the bark of trees, another part on pulverized fish bones, and the balance of the time on fish, or on Indian corn, which sometimes is very scarce, and sometimes sufficiently abundant. The Father has learned by experience, that, the fatigues being great, the labors continual and the nourishment light, a body



even of bronze could not withstand it, consequently it is necessary to have at the missions, men of courage and piety, to labor for the subsistence of the missionaries, either by cultivating the earth, by fishing, or in following the chase; who would construct lodgings and erect some chapels to excite the veneration of these people, who have never seen anything finer than their birch-bark cabins. With these views, the Father resolved to come to Quebec himself, and labor to carry these designs into execution. He arrived there on the 31 day of August, of the year 1667, and after remaining two days only, his diligence was so great that he was prepared to set out from Montreal with a score of canoes of savages, with whom he had come down, and who awaited him at that island with a great deal of impatience; his equipage was composed of seven persons: Father Louis Nicholas, to labor conjointly with him, for the conversion of these people, and one of our brothers, with four men, to be employed at the stations in securing a subsistence for them. But it has pleased God that the success of this enterprise should not correspond with their good intentions, for when there was a question of entering the canoes, the savages became so ill humored that the two fathers only, with one of their men, could obtain places in them."

The progress of exploration and discovery since 1667 is regarded in the historical sketch of the State, given as an introduction to the history of this county.

Military posts were for years the only habitations to be found on the frontiers, save the wigwags of the savage, and the only inhabitants the soldiers and officers who fraternized with the foe, or aided in the efforts employed to accomplish their departure before the advance of a progressive civilization.

The civilizers came when the soldiers had left the frontier posts, when the block-house fastnesses of Gael or Briton were deserted. The people of the Eastern States turned their thoughts Westward, and ultimately came hither to plant the seeds of enterprise, which have since borne such great fruits.

After them came the *refugees*, the *emigrants*. These men and women sought an escape from the tyrannies of the Old World, to which they had been subjected for generations, rather than to encounter others of which they were ignorant. Their coming hither was delayed until a time when necessity or inclination, prompted by the glowing accounts of life in the New World, led them to embark their hopes on a tide which, as the sequel in many instances has proved, led on to glory and to fortune.

#### ORIGIN OF THE NAME ST. CLAIR

The origin of the name is a subject of interest, and there are several theories and statements in that behalf which will be referred to in the order of date, as they occurred. The first is a tradition to the effect that Catholic missionaries, at an early day, erected a cedar cross near the banks of the river, on which a crucifix was placed at the intersection of the cross bar, or below it, protected by a pane of glass held in place by wax. The date of locating the cross, or its location, of course is mere conjecture. As is known, the Spaniards introduced the custom of setting up a cross upon their first discovery or landing, thus signifying to all comers that the land was claimed by Spain, which derived its title direct from the Holy See. This custom also obtained with the adventurous, self denying missionaries of the Catholic Church, who by this means indicated that the land was dedicated to the service of Christ. It is not stated what name was bestowed upon the country bordering on the strait or river connecting the Huron with the St. Clair.

In 1679, the crew of the Griffin landed on the shores of what is now known as Lake St. Clair. It is said that they named the lake in honor of the saint on whose fete day they first saw this body of water. Beyond the speculative assertions of Messrs. Hubbard and Judge Campbell on this subject, the writer cannot find an authority to warrant an acceptance of the statement. The name given to the river by the aborigines was Otsi-keta-sippi, and to the lake St. Clair, Otsi-keta.

Of the scenery, Hennepin remarks: "The country between the two lakes (Erie and Huron) is very well situated, and the soil very fertile. The banks of the strait (Detroit) are vast meadows, and the prospect is terminated with some hills covered with vineyards, trees bearing

good fruit, groves and forests so well disposed that one would think nature alone could not have made, without the help of art, so charming a prospect. That country is stocked with stags, wild goats and bears, which are good for food, and not fierce as in other countries; some think they are better than our pork. Turkey cocks and swans are there very common; and our men brought several other beasts and birds, whose names are unknown to us, but they are extraordinary relishing. The forests are chiefly made up of walnut, chestnut, plum and pear trees, loaded with their own fruit and vines. There is also abundance of timber for building, so that those who shall be so happy as to inhabit that noble country cannot but remember with gratitude they who have led the way."

Bela Hubbard, in his address at Grosse Point, August 12, 1879, stated that 200 years had passed since the crew of the Griffin discovered the waters of the St. Clair, and by reason of the day being the feast day of Sainte Claire, the foundress of the order of Poor Claires, La Salle gave to the Lake the name of the Saint. On the occasion of this second centenary of the voyage of the Griffin, D. Bethune Duffield's *Men of Auld Lang Syne* was sung. The first verse seems to agree with the spirit of Mr. Hubbard's address:

"Bold were the men of Auld Lang Syne,  
Who first braved ocean's breeze,  
But bolder still the men whose will  
First sailed these silent seas!  
First broke the waters of Sainte Claire,  
And gave our lake its name;  
Here's honor to their bright career,  
And an enduring fame."

Judge Campbell's poem, *The Lady Claire*, also corresponds historically with Mr. Hubbard's prose.

The United States records are very definite in distinguishing between the names Sinclair and St. Clair. It appears that in the year 1765, Patrick Sinclair, an Irish officer, in the British service, while commandant of Fort Sinclair, purchased from the natives about 3,759 acres of land, located along the river named in commemoration of him—the *River Sinclair*. This officer was a distinct character from the officer of Irish or Scotch descent, in the American service, after whom this lake was named St. Clair. Patrick Sinclair remained in possession of this tract of 3,759 acres for a period of seventeen years, and derived large profits from the large pine timber on his lands. He disposed of his interest to a few Canadians, who sold to others. In 1765, there was one farm on the River St. Clair, which was then outside the American title. In 1782, there were nineteen farms along the river, adjacent to the Sinclair farm, and in 1801, six farms additional, outside the American title. In 1806, the Indian title to the country north of Lake St. Clair was not extinguished, although there were no less than 123 farms claimed by individuals who supposed themselves to have extinguished Indian titles.

The prompter's bell has rung down the curtain of one hundred and seventeen years since that day, in the life of this district, when the ax of the lumberman was heard in the forests of St. Clair. One hundred and ninety-six years have passed since the French troops and the Canadian hunters settled in the county. Over one hundred years ago, the first permanent settlements were made. Many of those who came into the wilderness then lived to see the forest and bluff blossom as a rose; to see the narrow Indian trails yield precedence to roads made by the hand of man, to lines of travel connecting with the East and West, through the darkness of the night; to see a city created over the ruins of the Indian wigwams, and the mighty river by numerous ferries, overcome and bridged from shore to shore. The places he knew in those days primeval have passed into obscurity, and their trials become as a tale that is told. The lives of men of to-day are as holidays compared with those of men who were identified with its development and cultivation. Life in those days must have been attended with unlimited hardships and privations, without the possession of a compensating number of blessings and privileges. The mighty achievements that have since been made are the result of small beginnings, supplemented by constant industry, daring enterprise and untiring energy. The waste places have been made to yield abundant harvests, villages and cities have arisen as if by magic, and civilization and the arts "soar Phoenix-like to Jove." The marts of trade and traffic, and the

workshops of the artisan are thronged; a common school system, increasing in value and influence with each succeeding year, has been established, and children of the rich and poor press forward, eager to participate in the benefits thereby afforded. Churches have been built, and a Christian ministry ordained for a cultivation of a religious life, the promotion of piety, the inculcation of morality and virtue. The press, the Archimedean lever which moves the world, sends forth floods of light, to illuminate the land and benefit the sons of men. Railroads are completed to facilitate the acquisition of independence; the electric telegraph and the telephone shorten the intervals of space at the behest of mankind. As these pages are read, bright memories will blossom out of the shadowy past, glorifying and beautifying its dimness. Many herein mentioned have long since gone, like visions of the beautiful, to be seen no more. Many yet remain who have almost reached the Biblical limits of human life, and are waiting to say: "Now let thy servant depart in peace," leaving as a heritage to their descendants in long years hence, the ripe and perfect glory of a domain of which they laid the foundations, while a large number of those who participated in the foundation of the county, sleep after their labors, and their works do follow them, an equally large number remain who have survived the rush of matter and wreck of worlds, and contemplate the scene as a Rock of Ages cleft for the good and faithful servant.





## TOPOGRAPHY AND GEOLOGY.

St. Clair presents one vast, slightly undulating field of marsh prairie, openings and timber lands, covered with an infinite variety of grass, herbs, shrubs and plants. It is ornamented with the most luxurious and beautiful flowers, and watered with innumerable flowing streams, seeking the level of Huron and St. Clair Lakes, or uniting to make the Black River a common channel through which to pour their waters into the St. Clair. Perhaps the eye of man has never rested on a spot of earth, which, for beauty, fertility, health and convenience, is better calculated to meet his wants and supply his necessities since shut out from the primeval garden. Moderate climate, exhilarating atmosphere and water of unequalled purity have given to this county the growth and prosperity which have, with few revulsions or even checks, marked its progress from its first settlement. Each successive year contributes to develop the advantages enjoyed in this county, and at no time have the inducements to the agriculturist, the mechanic and the capitalist been greater to establish themselves here than the present. This county does not present as great a variety of soil as many other sections of country, about all portions, even to the black mold prairie, partaking largely of argillaceous properties; yet all the varieties, of the grains, grasses, roots and fruits common to northern latitudes are produced in abundance when judiciously cultivated. No doubt there are districts which can produce greater crops of some of the grains, and with less labor; but here, pure air and wholesome water, so necessary to health of body and mind, give vigor, elasticity and hardihood to the entire constitution, and a zest to industry; so that without over-tasking the natural powers with excessive toil, the amount of exercise necessary to the development and health of the physical and moral powers, wisely and justly directed, are sufficient to supply all the necessities of life, many of its luxuries, and make constant improvements in its conveniences. Since the period of the cholera, sickness has been almost a stranger here. Up to the present time, this place has never been visited with any general sickness. Disease and death have followed the transgression of the natural and Divine laws here as in other places, but the inhabitants are abundantly warranted in their fixed belief that this is a very highly favored part of the world as regards health.

Vast fields of wheat, corn, oats and barley, bowed with the weight of substantial wealth, wave their rich treasures where so lately wild flowers bloomed alone. The howling of wolves and savage yells of the Indian no longer rend the air and chill the blood with sensations of horror. The wigwam and its inmates, with all the associations of rude and savage life, have disappeared, as the tide of civilization, like a prairie fire, has swept over the country. Wild plums, apples and cherries, like the wild men who plucked them, have given place to those which are more refined and highly cultivated. Many thousands of apple-trees of choice varieties have been planted. Encouraged by the luxurious growth and abundant productiveness of those which were early cultivated, agriculturists are now beautifying and enriching their farms with the best varieties of apple, pear, plum and cherry trees. While the citizens of this county have manifested so much zeal and energy in the cultivation of their farms, they have not neglected the moral and intellectual field, but have exhibited their high sense and active appreciation of the cultivation of the youthful mind in common and denominational schools, by the erection of schoolhouses in the various districts, most of which are convenient and elegant, while a few yet remain of the rude edifices, hastily thrown up to serve a temporary purpose. The schools of this county, in common with the best schools of the State, are of a superior kind. They are organized on the graded system, and have all the advantages accorded to schools in large cities. In these schools, the young are prepared for college, business life, or fitted for teaching. The rough cradle of learning, which many of the most distinguished men recall to memory, seldom reared its rugged exterior in this county. The citizens,

appreciating the importance of good schools, spare no pains or expense to furnish the best facilities and a superior corps of teachers, consequently they are most efficient and thorough in their workings. It has already been said that the present improvements in this county were but the developments of an insignificant fraction of its capacity. Every new facility for communication or transportation between this and the Atlantic States and the Northwest adds to the value of the products of this county, increases the agricultural interests and advances the market value of the soil. Progress is visible on every side; great schemes for improvement are being fostered; but that progress which will draw forth the full resources of St. Clair, belongs to another age, to the twentieth century.

St. Clair County occupies a position approximating the center of the continent of North America. The geographical center of the continent is not far from the Lake of the Woods, which is 560 miles in a straight line from the center of Michigan and 260 miles from its western extremity. The center of the State is marked by the position of Carp Lake, Leelenaw County, which is 670 miles, in a straight line, from New York, the nearest point on the Atlantic seaboard. The State is limited by natural boundaries on all sides, except the south. Politically, it has 708.5 miles continuous with the Dominion of Canada; 55.5 continuous with Minnesota; 571 miles continuous with Wisconsin; 58 miles bordering on Illinois; 129.2 miles on Indiana, and 92.8 miles on Ohio, making a total length of boundary line amounting to 1,615 miles.

The land area of the State consists of two natural divisions, known as the Upper and Lower Peninsulas, to which are attached the contiguous islands. The Upper Peninsula is bounded by portions of the Lakes Superior, Michigan and Huron, the River St. Mary and the State of Wisconsin. The Lower Peninsula is embraced by Lakes Michigan, Huron, St. Clair and Erie, and the St. Clair and Detroit Rivers, and is bounded on the south by the States of Ohio and Indiana. The main land of the State is embraced between the parallels 41.4692 and 47.478 north latitude, and the meridians of 82.4407 and 99.5336 of longitude, west from Greenwich. The most northerly point is the north side of Keweenaw Point, five miles west of the light-house at Copper Harbor; and the most southerly is the northwest corner of Ohio. The most easterly point is at Port Huron, near the outlet of Lake Huron; and the most westerly is at the mouth of the Montreal River. The most northern territory belonging to the State is Gull Islet, of the extremity of Isle Royale, which attains the latitude of 48° 2' 11".

The following table exhibits the difference of time between Detroit and some important points in the State:

TABLE OF LOCAL TIME.

LOCALITIES	TIME FAVOR THAN DE- TROIT, TIME		LOCALITIES	TIME FAVOR THAN DE- TROIT, TIME
Port Huron .....	2 30.57	East of	Battle Creek .....	8 34.99
Pontiac .....	0 59.85	Slow	Kalamazoo .....	10 13.13
Monroe .....	1 07.97		Traverse City .....	10 18.00
Ypsilanti .....	2 18.89		Grand Rapids .....	10 20.39
Flint .....	2 34.35		Allegan .....	11 20.94
Ann Arbor Observatory .....	2 45.35		Grand Haven .....	12 47.90
East Saginaw .....	3 33.34		Niles, Trinity Church .....	12 52.93
Adrian .....	3 48.62		Manistee .....	12 53.91
Owosso .....	5 03.91		Manistee .....	13 05.29
Hillsdale .....	5 05.55		Escanaba .....	16 00.19
Jackson .....	5 22.54		Musquette Light House .....	17 18.65
Lausling .....	5 53.30		Meromine .....	18 12.16
Mackinaw .....	6 16.01		Houghton .....	21 04.18
Marshall .....	7 35.05		Ontonagon .....	25 04.42
Coldwater .....	7 56.64		Mouth Montreal River .....	29 59.15

The county is bounded on the east by Lake Huron and St. Clair River; south by Lake St. Clair and Macomb County; west, by Lapeer and Macomb Counties, and north by Sanilac County.

It is to be deeply regretted that the great wealth and beauty of innumerable Indian names was not more largely drawn upon in the titling of towns, villages and hamlets. It would have been a just and fitting, albeit a small recompense, to have perpetuated the memory of the original inhabitants.

The following table exhibits the latitudes and longitudes of the principal points of the State :

## GEOGRAPHICAL POSITIONS.

STATIONS.	LATITUDE.		LONGITUDE.	
Detroit, St. Paul's Church.....	42°	19' 45.85"	83°	02' 22.73"
Detroit, Congregational Church.....	42	19 45.64	83	02 29.07
Detroit, intersection of Fort and Griswold streets.....	42	19 49.85	83	02 20.63
Fort Gratiot, Light House.....	43	00 21.86	82	24 43.96
Point Aux Barques, Light House.....	44	01 23.35	82	47 09.87
Saginaw, Light House.....	43	38 37.84	83	50 54.46
Tawas, Light House.....	44	15 35.44	83	26 14.57
Mouth of Thunder Bay River.....	45	03 38.90	83	25 32.63
Detour, Light House.....	45	57 20.11	83	54 21.71
Fort Holmes, Mackinac Island.....	45	51 27.81	81	36 24.48
Waugoshance, Light House.....	45	47 13.38	85	04 56.83
Northeast corner Big Beaver Island.....	45	45 12.67	85	29 38.00
Sand Point, Escanaba.....	45	44 35.04	87	02 25.65
Menominee.....	45	05 19.31	87	35 25.20
Grand Haven, Court House.....	43	03 47.25	.....	.....
Grand Haven, Lake Survey Station.....	43	03 50.14	86	14 21.30
Marquette, Light House.....	46	32 55.	87	22 12.45
Vulcan, near Copper Harbor.....	47	26 44.25	.....	.....
Ann Arbor, Observatory.....	42	16 48.30	83	43 43.05
New Buffalo, intersection of middle of Whittaker avenue and Mechanic street...	41	47 47.	86	44 53.55
Niles, Steeple of Trinity Church.....	41	49 46.10	86	15 36.60
Monroe, Light House.....	41	53 26.77	83	19 22.29
Adrian.....	41	54 26.	83	59 27.
Hillsdale.....	41	55 19.	84	33 46.
Coldwater.....	41	53 30.	85	01 32.
White Pigeon.....	41	44 59.	85	39 42.
Ypsilanti.....	42	14 12.	83	37 06.
Jackson.....	42	14 46.	84	23 01.
Marshall.....	42	13 38.	84	56 09.
Kalamazoo.....	42	17 39.	85	35 58.
Allegan.....	42	31 49.	85	52 37.
Lansing.....	42	43 53.	84	30 42.
Pontiac.....	42	37 41.	83	17 21.
Owosso.....	43	00 17.	84	18 21.
Grand Rapids.....	42	57 59.	85	39 59.
Muskegon.....	43	13 54.	86	15 51.
Flint.....	43	01 01.	83	40 58.
Tuscola.....	43	19 31.	83	39 20.
East Saginaw.....	43	26 25.	83	55 43.
Manistee.....	44	13 41.	86	18 42.
Traverse City, East End, Hannah, Say & Co.'s Pier.....	44	45 59.74	85	36 53.11
Ontonagon, Light House.....	46	52 18.35	89	18 29.46
Houghton.....	47	07 15.	88	33 27.12

The foregoing positions, as far as Vulcan, inclusive, are selected from the numerous determinations of the United States Lake Survey : Ann Arbor has been determined by the Director of the Observatory ; New Buffalo and Niles are from Col. Graham's determinations ; Monroe, Traverse City, Ontonagon and Houghton, are from the Lake Survey Chart, and the co-ordinates of the remaining localities have been calculated from Farmer's large sectional map of the State.

## LOST NAMES OF WESTERN STATES.

Thomas Jefferson's original draft of the ordinance for the government of the Territory ceded and to be ceded by individual States to the United States, prepared in 1784, contains the following, showing what the names of the lake States might have been: "The territory northward of the 45th°



extending to the Lake of the Woods, shall be called Sylvania; that of the territory under the 45th and 44th, that which lies westward of Lake Michigan, shall be called Michigania, and that which is eastward thereof, within the Peninsula formed by Lakes Michigan, Huron, St. Clair and Erie, shall be called Chersonesus, and shall include any part of the Peninsula which may extend above the 45th. Of the territory under the 43d and 42d, that to the westward, through which the Assinissippi or Rock River runs, shall be called Assinissippia, and that to the eastward, in which are the fountains of the Muskingum, the two Miamis, the Wabash, the Illinois, the Miami, of the lake and the Sandusky Rivers, shall be called Metropotamia. Of the territory which lies under the 41st and 40th, the western, through which the Illinois runs, shall be called Illinoia; that next eastward Saraztoga, and that between this last and Pennsylvania, and extending from the Ohio to Lake Erie, shall be called Washington. Of the territory under the 39th° and 38th°, with some additions under the 37th°; that westward at the confluences of the rivers shall be called Polypotamia; and eastward, up the Ohio, shall be called Palisippia."

Regarding the motto of Michigan, it has not been borrowed from the tomb of Christopher Wren as stated in former works, but rather from that of Giovanni. The most noted of the immediate successors of Giotto was this Maso di S. Giovanni, whose art principles were founded on the ancient works of Ghiberti and Donatello, and his perspective on the plan of Brunelleschi, aided by the study of remains of ancient sculpture at Rome. Pietro Perugino and Raphael studied from his designs; Ghirlandajo, in whose school Michael Angelo Buonarroti studied, was one of his imitators. In a word, he must be considered the beginning of the greater art, and the introducer of fresco painting. His death occurred in the year 1443, about forty-five years after the painting of the walls of the Carmelite Church at Rome. His epitaph is written there, "If any one seeks to know my tomb, or name, this church is my monument," etc. The idea, almost the very words, were borrowed from the old church at Rome, and inscribed on the tomb of Sir Christopher Wren in St. Paul's at London, and in turn borrowed by Michigan. *Si quis peninsulam amantem circumspiciat.*

#### GEOLOGY AND ARCHEOLOGY.

In tracing the geological history of the country, it will be only necessary to revert to the era when the accumulated sediments of the ocean were being formed into masses of rock. Geology teaches that the continents of the world were once beneath the ocean, even as Scripture implies that a sea of mud, resembling in substance a South African river, was arranged by an Almighty hand, and the liquid separated from the solids contained therein. The inequalities in the ocean bed, corresponding with the hills and valleys of our land, point out the truth of geological science. The recent deep sea soundings reveal mountains and hills, valleys and tablelands. The greatest depth reached was over 29,000 feet, which exceeds the height of the loftiest peak of the Himalayas. Some of the mountains springing from the bed of the ocean are steeper and more abrupt than any on the face of the earth. In the Irish Sea and the British Channel the depth changes, within a radius of ten miles from 600 to 12,000 feet, and it is very common, within a few miles of our coasts and islands, for the depth of the waters to change suddenly from a few hundred to many thousand feet. In other cases, as in the bed of the Atlantic between Spain and the United States, there are plateaux extending hundreds of miles, with very slight undulations. The mysterious race that once occupied this continent may have sailed in galleons over the Peninsula of Michigan, and sounded the depth of the waters which rose above it, in precisely the same manner as the mariners of our day cast the sounding line into our great lakes and the oceans. It may be concluded that the State which we inhabit was totally submerged at the beginning of the Carboniferous period. At the close of that epoch, a great upheaval of sea bottom formed a line of solid earth across the southern counties of Michigan, which extended to an order and wider formation in Southern Ohio. The land comprised in the original county of St. Clair continued submerged for ages, but by degrees the southern belt rose higher, spread out toward the northern continent, and actually approached the condition of dry land at the beginning of the coal deposit era. At this time, Lakes Michigan, Huron, Ontario and Erie were not in existence, their centers forming the channel of a great river, with expansions at intervals. This torrent swept over this now prosperous district of Michigan. The great

geological age—the Mesozoic—dates from this time. It was marked by activity in the animal and vegetable kingdoms; by mild climates and myriads of reptiles, which swarmed in rivers and over land.

The Tertiary period succeeded the Mesozoic. It was the age of beautiful climates and high development of mammals. Animals, greater than the mastodon, roamed over the land, through magnificent forests, meeting their enemy—man—and ultimately falling beneath his repeated attacks. The glaciers came to destroy all this gigantic beauty, the snow and ice came on, burying all nature in their whiteness, and robbing the land itself of life. It was the beginning of the Glacial period, the duration of which is lost in mystery. Were it possible to ignore the existence of a Divine Architect, and His action in forming the earth we inhabit, the continuance of the ice age might be set down at 2,000 years. There is no intention, however, to ignore the Omnipotent, and therefore what bears the impress of being the work of 2,000 years, might have been compassed in a moment.

Springtime came, and under the influence of its season, the sea of ice which covered land and water to a depth of 5,000 feet began to break up—to dissolve, when the solids held within its grasp fell down and formed a bed of rocky fragments or boulder drift. This rocky conformation must not be confounded with the partial drift of after years, evidences of which are given in many sections of our county.

#### SUPERFICIAL MATERIALS.

Abundant evidences are furnished along the shores of St. Clair Lake and River as well as those of Lake Huron, of the unbroken continuity of the action of those physical forces which have assorted and transported the materials of the drift. From the shingle beach formed by the violence of the last gale, we trace a series of beaches and terraces, gradually rising as we recede from the shore, and becoming more and more covered with the lichens and mold, and forest growths which denote antiquity, until in some cases, the phenomena of shore action blend with the features which characterize the glacial drift. These observations tally with the views of Pictet on the continuity of the Diluvian and Modern Epochs, as established by paleontological evidences.

So, also, may we behold evidences of the disintegration of strata, which formerly existed in this very county; we may see every day the comminuted materials lying round us in all directions. The uses of these cobbles are known wherever a pavement is necessary, while on the land they keep it warm, as it were, and aid in the growth of grain crops. These remnants of comminution are principally rounded fragments of syenite, greenstone, vitreous and jasperous sandstones, horn-rock, talcose and of the serpentinous rocks of the azoic series.

Here are the rocks overspread with blue clay, plutonic boulders and pebbles. In other places those rude materials are often arranged in rude courses, which have a curved dip, and appear outcropping on the hillsides and sometimes on the plains. The outcrop is very irregular in this county. In the deep borings for brine, as well as in the shallow surface water reservoirs, these boulders and pebbles have been found. Again, entire fields bear them upon the surface, or so near the surface that each successive plowing brings them more prominently into view. In some places a field is found bearing nine and twelve cobble stones on every square foot of its surface; such fields are generally very productive, the only fault being in the difficulty of plowing them.

A thin series of argillaceous, magnesian limestones and marls, embracing beds and masses of gypsum, and, in some regions, strata of *rock salt*, is known as the *salina*. It is the lowest stratified rock known in the Lower Peninsula. Its belt of outcrop stretches across the point of land north of Mackinac, from Little Point au Chene to the vicinity of the mouth of Carp River, and close to the shore from that point to West Moran Bay. The formation, with the characteristic gypsum, is seen beneath the water-surface at the Little St. Martin Island, and at Goose Island near Mackinac. Dipping beneath the Lower Peninsula, it re-appears in Monroe County, where it has been exposed in some of the deepest quarries. In the well-borings at Mt. Clemens, as well as at Alpena and Caseville, this formation has been reached, and near Sandusky, Ohio, it affords valuable gypsum deposits. At Mt. Clemens, the *salt rock* was not

reached, though at Alpena and Caseville a thick bed of such rock was penetrated, doubtless similar, or rather equivalent to the beds at Goderich in Canada. The total thickness of this formation is a matter of speculation; but is supposed to be fifty or sixty feet in depth above the salt rock. The stratification based on information obtained from the measurement of remote outcrops of the group, may be placed as follows: Calcareous clay, as seen at Bois Blanc; fine ash-colored limestone, with acicular crystals, as at Ida, Otter Creek and Plum Creek quarries, and at Mackinac, Round and Bois Blanc Islands; variegated gypsaceous marls, with imbedded masses of gypsum, as at Little Point au Chene and the St. Martin Islands.

Matt. Porter, writing from St. Clair, June 6, 1882, says:

"A few years ago Professor Winchell, of the State University, who was at the same time State Geologist, made the statement that under the center of lower Michigan there was a great salt basin, or strata of salt rock. Since that time I have proven by actual and practical work in drilling and boring the rock, that the renowned geologist was correct in his assertions.

"I have never seen anything printed from Prof. Winchell's pen, nor in fact from any other geologist, that has placed or given the boundaries of this salt basin. Therefore, having put down many wells along the western part of Canada and in Michigan, I have thought that it would prove interesting to those of your readers who are unacquainted with the work of well-boring, and acceptable to those interested in geology, should I write a brief account of what I have found in delving after salt and oil in the rocks beneath.

"As my purpose in writing this communication is mainly to show the results of my labors in relation to the limits of the great salt basin under the center of the Lower Peninsula of this State, I will briefly give the depths and kinds of rock passed in reaching the salt and oil rock in Canada and Michigan.

"At Inverhuron, Canada, twelve miles north from Kinkarden, and on the Lake Huron shore, the distance to the salt rock is 700 feet. Here the salt rock is found only five feet thick, and there is no doubt but what this is the north limit to the great strata of salt rock, as is evinced by the way it crops out so near the surface, and also by the way it thins up at this point.

"Now notice how, at Kinkarden, twelve miles south down the shore from Inverhuron, the depth to salt rock increases, and the rock becomes considerably thicker. At this point the distance to salt rock is 900 feet, and the rock is found seventeen feet thick. One well at this place, the Wrightmyer, produces 700 barrels of salt per day. In this production there are used twenty-seven cords of wood at \$4 per cord; Seven men "put" the salt ready for barreling, and 1½ cents is paid for filling the barrel. The cost of salt barrels is 10 cents apiece. Now this salt is all shipped to the United States at a good profit. No other business is carried on in connection with this salt block, as is done at Saginaw, the owners making the production of salt their sole business. The way the well is pumped directly from the salt rock proves that the rock water is stronger than the brine wells at Saginaw and other places in Michigan. The way the basin is made is as follows: When the salt rock is reached, a large basin, capable of holding a day's pumping, is made by letting water in on the rock and then agitating it, and finally, by pumping and drilling, a large basin is made, and then the water is let in upon the rock every day, thus making the strongest kind as well as the purest salt brine, wholly free from the mineral deposits found in the water of the common brine wells and salt springs throughout the country.

"At Goderich, thirty miles on the shore south from Kinkarden, the depth to the salt rock is about 1,110 feet. A change in the situation of the strata is noticeable at this point, for here we find the salt rock split by a stratum of limestone about thirty feet thick. The distances down at Goderich are as follows: 1,110 feet to salt rock, or the lower stratum. First about 1,050 feet to a stratum of salt rock thirty feet thick, then twenty feet of limestone, under which is found forty feet of solid salt rock. At this place the same process is gone through in making and pumping the water as at Kinkarden, and at the same cost.

"The town of Warwick is situated about eighty miles south and a little east from Goderich. Here the salt rock has been struck at a depth of 1,200 feet, and the stratum of salt was found 100 feet thick. The manufacturing of salt is carried on here with flattering success.



"The peculiarity of the different strata of rock passed in getting to the salt basin is almost identical from Inverhuron to Warwick, viz.: First limestone, then white flint rock, and then blue shale, which is found very hard and filled with gypsum; after this is the salt rock. Under the salt rock there is found, almost invariably, a soft rock that is full of sulphur beds, and this rock smells so disgustingly bad that it would, to use a vulgar yet suggestive expression, stink a setting hen from off her nest.

"At Petrolia, twelve miles south of Warrick, are situated the great oil fields of Canada. Here the formation of the rock changes, and we strike strata in the following order: First is met limestone, which generally averages forty feet thick; then about 120 feet of soapstone; then about thirty feet of limestone; then soapstone again fifty feet; then about sixty feet of very hard or close limestone; and then a soft and porous limerock, in which is found the greatest amount of oil, although traces are noticed from the bed rock down.

"Mr. Englehart, a wealthy gentleman from New York City, who is largely interested in the oil business at Petrolia, put down an experimental well (and by the way I would say that all good mineral salt and oil wells are struck by test or experimental wells), and he was rewarded for his enterprise by striking the salt rock at a depth of 1,260 feet, and on boring the strata it was discovered to be the enormous thickness of 195 feet, a solid bed of salt rock. Under this strata was found the same formation of stinking rock with beds of sulphur as is found at the places named above.

"In Northern Ohio, the salt rock has been found at about the same depth of drilling as is necessary at Inverhuron, and the rock was of about the same thickness, thus proving that the southern limit of the great salt basin is at that point.

"Test wells are going down at different places east and west of the St. Clair River, and it is only a question of time when we will know definitely the exact boundary of this immense bed of salt. At Marine City, ex-Senator McElroy is putting down a well as an experiment and test, and already strong brine is found therein. In this city, brine has been found, but not in paying quantity, because the drilling did not extend deep enough. Mineral springs are the principal waters discovered in boring at this point, and at present I am engaged in putting down an additional well to supply the increasing demands of the large hotel at the mineral springs just below the city.

"I find the difficulty is the same here as at Saginaw, and that is, the wells are not drilled deep enough. My theory is that the salt stratum lies in a basin and that it dips down like the inside of a tea saucer, and I believe that at a depth of from 1,500 to 2,500 feet the salt rock can be found anywhere from London, Canada West, to the shores of Lake Michigan, and, too, just as thick (or thicker) as it is twenty miles east from here in the Englehart well at Petrolia. The expense in putting down wells is not costly, and when salt, oil or mineral water is found, the investment will pay as well as a gold mine, if properly worked. Two dollars per foot and four to eight weeks' time will be all the cost and time needed in which to test the rock.

"But the question remains: Where can be the eastern and western limits of this salt basin? Is it possible that it runs parallel with the Niagara limestone (as geology teaches) and finally end at or near Syracuse, N. Y.; or does the mighty Niagara mark its eastern boundary? Can it be a fact that the geologist theorizes correctly, when he says that, ages ago, in the chaotic birth-making of our beautiful earth, the whole of New York, Western Canada and Michigan was one large inland sea, and that with the upheavals and transformation of the face of this land, the inflowing of the salt sea and the gradual drying up of this inland water, the great salt rock of which we speak was then formed and deposited along parallel, with the Niagara limestone? Does the western boundary of this great salt rock lie in Wisconsin, or do the waters of Lake Michigan mark its limit?"

A group of argillaceous and magnesian limestones outcrops along the western shore of Lake Erie, and exists beneath the surface in the counties bordering on the Lake and River St. Clair. It consists of an argillaceous, chocolate-colored, magnesian limestone in regular layers, each layer from four to eight inches thick. This conformation seems to correspond with the *waterline formation* of New York.

The formation known as *corniferous limestone* is very general in masses of hornstone.

The dark color of the rock is imparted by the presence of bituminous matter, which often shows itself in the thin partings between the strata. Petroleum saturates the formation, and as the bitumen colors the rock, so does the petroleum bestow on it its peculiar odor, often oozing from the crevices, and showing itself on the streams in the vicinity. The black shale at the bottom of the argillaceous strata known as the Huron group, is about twenty feet thick, sometimes laminated and fissile. This shale has doubtless been pierced in the borings at Mt. Clemens, as it is known to exist in St. Clair, and counties adjoining Macomb. The shale resembles coal, and when placed in a stove or grate gives a blaze resembling that of coal.

We also find here a species of shales more arenaceous than the black shale, which, to use the language of geology, terminate in a series of laminated, argillaceous, micaceous, friable sandstone, which pass into the *Waverly group*.

The black shale, hitherto regarded, holds an important place in the stratification of the county. It appears that upon Teeple's farm, a well was sunk twenty-six feet in 1864, since which time the gas came in in such quantity as to actually blow the curbing out of the well, and the men engaged in the work were obliged to abandon it. On Baird's farm, there are great quantities of stone so saturated with kerosene oil as to burn readily. They have a strong odor of oil. These stones are conglomerate, partly decomposed, and give strong evidences of volcanic eruption. On Clark's farm, gas has been burning for years. A well was dug by him to the depth of a few feet, and a barrel placed over it with a hole in the top, forming a sort of a tube, from which the gas, being lighted, burned readily with a clear, bright flame. On the Gill farm, a well was dug to the depth of 107 feet, when a volume of gas was struck that blew out the drill with a noise that was heard a distance of four or five miles; small pebble stones were also thrown up as high as the roof of the house. A pipe was placed in the well, through which the gas was conducted to Mr. Gill's house, with which it was lighted for over a year. In August, 1875, the people of Cottleville imagined they had a second Vesuvius in their midst, and that Marine City and Algonac were to play the roles of Herculaneum and Pompeii. The *Marine City Gazette* gave publicity to the following story of terrestrial activity: "Joseph Hahn, who lives some three or four miles west of Marine City, has been for some time engaged in sinking an artesian well to obtain a supply of water for his stock and for household purposes. In sinking these wells, a derrick is used, consisting of three heavy pieces of timber, fastened together at the top, like a tripod; this derrick was fastened by means of a heavy log chain wound around the timbers at the top; the diameter of the well is thirteen inches, and the boring was done by means of an auger turned by horse power. On Monday night, the auger had penetrated to a depth of 125 feet, and the next morning an air or gas chamber was reached; then occurred a phenomenon which the bystanders will not be likely soon to forget. In the twinkling of an eye, upon the removal of the auger, the wooden tubing shot out of that well like a stone driven from a catapult, followed by a volume of gas, water, gravel and mud, that rose full 200 feet into the air, while the trembling earth, the roaring torrent, and the descending debris made Mr. H. and his co-laborers think they had struck the regions infernal. Stones weighing from ten to twenty pounds were projected into the air, and some of them fell crashing through the roof of Mr. H.'s house, standing near by. In fact, the family were obliged to seek shelter at a neighbor's, for human life was not safe a moment at the farmhouse. In the locality of Mr. Hahn's farm, a stone, large or small, was rarely found, but now they can be taken away by the cart load. The heavy log chain binding the derrick was cut by the flying missiles into dozens of pieces, and one of the timbers blown away as by the breath of a cyclone. The discharge of mud and water soon began to overflow the fields, and bring ruin upon the poor man's crops. It was as if a water spout had burst, and the floods of heaven let loose. For eight or ten hours this extraordinary well kept vomiting forth mud, water, gas and stones all around. On field, barn and house had settled a leaden hue; the corn was broken off and uprooted by the flood; the house and barn were riddled with falling stones; destruction was visible on every side. It was then noticed that the subterranean monster was pretty well blown, and although he still kept up a furious howling, his force was spent. It is estimated that some eight hundred cubic yards of clay and bowlders were cast out of this well."

In January, 1876, Henry O. Womsey succeeded in tapping a gas pocket at a depth of 150

feet from the surface. The rush of escaping gas was tame in comparison with that of Hahn's well, yet sufficient to make considerable noise, and eject mud and water above the derrick. He put down four inch iron pipes, and subsequently led a small connecting pipe to the street and lighted the gas, being the first gas lamp Marine City has ever had. The light was white and of considerable brilliancy, although it wavered and flickered a good deal, being unprotected from the wind. The news of Wonsey's success brought large numbers of citizens to the scene. There appeared to be no doubt at the time but that the gentlemen had enough gas to warm and light his house, and considerable to spare.

John A. Wonsey's well was only a partial success. He had gas enough, undoubtedly, to supply his house, but the pipe soon choked up with thin blue clay, which, forced toward the top by the pressure of the gas, hardened and to a great extent shut off the gas itself.

In February, 1880, the oil craze seemed to be on the eve of a revival. About the third of a mile from Military street, a little stream known as Indian Creek crosses Lapeer avenue. Passers-by were attracted by the peculiar appearance of the surface of the stream, which was covered with a dirty yellowish fluid, and the rippling of the waters caused this to assume all the colors of the rainbow. A peculiar odor also seemed to arise from the water, very much resembling that produced by crude petroleum oil. Some persons, more inquisitive than the rest, followed up along the course of the stream, on the south side of the street, until they reached a point where the source of this strange film was observed to exude from the bottom of the creek in quite copious quantities. A handkerchief soaked in the surface of the water smelled strongly of oil, and a slight probing caused the flow to increase sensibly. Since that time the place has been visited by numerous persons, but no definite conclusion reached as to the origin or extent of the flow.

Throughout Wayne, McComb and St. Clair Counties, there are evidences of the existence of gas fountains, if not actual oil reservoirs. This fetid gas was undoubtedly the product of distilled petroleum lying below the gas fountain in a similar position to the oil reservoirs of Petrolia and Oil Springs, in Canada.

#### SUBTERRANEAN CHANNELS.

In consequence of the changes to which the various strata of the county have been subjected, the waters have carved for themselves, even within our own times, a passage through it, and find their way to the lower lakes through subterraneous rivulets, causing the diminution and sometimes the total disappearance, of ponds and creeks. This, doubtless, is to day operating against our rivers, and accounts for the visible reduction of the volume of water compared with that which marked them in Territorial days. This diminution is partly attributed to increased evaporation consequent upon the removal of the forests.

In the same way we must account for the reports of public officers in the olden times—one reports the Huron River navigable for thirty miles; the other reports the brine obtained from the springs of the civil district of Huron capable of yielding twenty five per cent of solid saline matter.

The mouth of Black River, in 1873, presented the form in which bed changes take place. It does not seem to be generally known that for years there was little use in trying to get inside the bar at the mouth of Black River with crafts drawing any considerable depth of water. The surveys made in 1871 and 1872, and the experience of the Benton and Golden Fleece, proved conclusively that the depth of water is growing less and less each year, and that the current is constantly changing the conformation of the bottom both above and below Black River. Of course every shipmaster thinks he knows just how the bar lies, but they often find to their sorrow that, Mississippi-like, the bar has shifted about a little, and their craft is hard onto it. The only certain way to avoid it is to go around it.

#### WATER RESERVOIRS.

The small bodies of water, or lakelets, with which certain portions of St. Clair County are diversified, rest in depressions shaped in the layer of modified drift. The remarkable group of water fountains in the northwestern townships of the county, together with those in



the northeastern part of Oakland, continues through Livingston, Washtenaw and onward to the Lakes of Grattan, in Kent County. They are particularly scattered along the scarcely descending banks of the Huron, of Lake St. Clair, or the Clinton and its tributaries, and are strung like beads along these streams, many of them, probably, the ancient work of beavers. The lakelets of St. Clair County, as of the Lower Peninsula in general, are surrounded by gravelly, elevated shores on two or three sides, with frequently a low, marshy border fringing the remainder of the contour. As the streams which feed them are clear, the water of the lakes is limpid and healthful, though of the character known as hard. They furnish, therefore, charming places of summer resort. The same species of fish and mollusks inhabit the different lakelets of the county, however disconnected. This fact presents an interesting and difficult problem to the investigator of the origin of species. The most natural inference is that at a former period a general system of water communication existed among the various bodies of water in this part of the peninsula, and at this time one fauna extended through all its limits. A similar problem, but of a larger magnitude, is presented by the similar faunas inhabiting different rivers and lake systems, and especially when the different systems discharge into the sea at the different points, and their higher sources, as well as their valleys of discharge, are separated by elevations too great to admit the hypothesis of a general fresh water inundation in former times. It requires but a casual observation to become convinced that nearly all these lakelets have formerly been of larger size. The shore upon one or more sides is frequently low and sedgy, and stretches back over an expanse of marsh and alluvial land to a sloping, gravelly bank, which appears to have been the ancient contour of the lake or river expansion. The lowland between the ancient shore and the modern is composed of a bed of peat, generally underlaid by a bed of marl. Beneath the marl may be found, in many cases, a deposit of blue, plastic clay, which forms a transition to the layer of modified drift, before described. Each of these deposits may have a thickness of a few inches or more, up to ten or twenty feet. That all these formations have been laid down from the flooded or Champlain period is evident; first, from their superposition on the modified drift; second, from the fact that the lake is performing in our own times, the same work as we see completed in the low-border marsh; third, from the gradual extension of many lake border marshes, and the corresponding diminution of the areas of the lakes. The calcareous character of the water of these lakelets makes them a fitting abode for numerous species of lime secreting mollusks. These animals eliminate the lime from the water and build it into the structure of their shells. Finally the mollusk dies, and its shell falls to the bottom, where it undergoes disintegration into a white powder, or becomes buried in the progressing accumulation of such material. Another portion of the marly deposit forming in the bed of the lakes is probably derived from calcareous precipitation directly from the lake water. Thus a bed of marl is forming over the whole bottom of the lake, in situations sufficiently protected and shallow to serve as the abode of shell making animals. But on the leeward side, the immediate shore is the seat of a layer of peat. Bulrushes lift their heads through water one or two feet deep. A little nearer the shore, flags may be seen, and still nearer, scouring rushes. On the immediate border of the land, willows and water loving sedges hold a place, while farther back, other sedges and grasses take possession in varying proportions. This is the leeside of the lakes. Floating leaves, twigs and stems therefore find their way among the lakeside growths, and becoming entangled, sink and fall into gradual decay. More than this, each autumn's crop of dead vegetation, produced round the borders of these lakes, contributes to the accumulation of vegetable material, which gradually changes into the condition of *humus* and *peat*. This is a work begun at the surface of the water. When the substance sinks, it overlies what the lake had hitherto accumulated. When the peat layer is first begun, the previous accumulation is marl, and hence the well known order of superposition of these two deposits. The peat-bed grows lukewarm as the continued formation of marl shallows the water. In the course of time, the actual seat of operations becomes removed far from the ancient shore, and a broad marsh comes into existence, with peat everywhere at the surface and marl beneath. Almost the entire county may be considered an *ancient lake site*, yet in a reference here, the writer wishes to deal with the ponds of the county, which long years after the *Champlain epoch*, were large sheets of water, as many existing

ponds have obviously been contracted from their ancient limits, as a little reflection makes it obvious that many lakes, once existing here have become quite extinct through the completion of the process of filling-up. It is probable that every marsh in the county marks the site of an ancient lake. Level as the surface of the water, which determined their limits and depth, not a few of them retain at some point vestiges of the lakes which they have displaced; and others exhibit all the transitions from a reeking and quaking bog to an alluvial meadow; while in nearly all cases ditching discloses the peaty, marly and clayey materials, in the order in which, under lake action, they are accumulating before our eyes along actual lake borders. The absence of any marked general inclination of the surface in our Peninsula, has made it the seat of an extraordinary number of small lakes, ancient and modern, and hence, also a region of small local marshes. Some of these may be found on almost every section of land; but the majority of them form meadow lands, or even tillable fields, and constitute the choicest patches in the farmer's possession. Many of these ancient lake sites, nevertheless, remain for the present nothing but swamps, and demand resolute ditching for their thorough reclamation, as is evidenced by the old *cranberry marsh*, so well remembered by the old settlers of Wayne, Macomb, St. Clair and Oakland.

#### MARSHES.

One of the geological features of the county was the floating fields in the neighborhood of Capac. So recently as 1862, this great muskeg was known to the people, and doubtless would exist to-day had not the industry of the German immigrants, and the watchfulness of the State reduced it to arable land. In 1866, Gov. Crapo appointed George A. Funston, Commissioner, and J. S. Kennefick, Engineer, to carry out the plan of the latter for the drainage of this swamp. After a series of leveling operations, ample fall was secured for the waters, and a rich soil brought into existence, where before was the quagmire.

A portion of these wastes may properly be termed wastes of ignorance. This ignorance does not belong exclusively to any one class of farmers; it attaches itself more or less to all. Our ignorance, however, is not always our fault. Many things are beyond the reach of human faculties; we never can know them. Some things which we are capable of understanding, we have never had an opportunity to learn; still it is true of every farmer that he might and would have known a great many things of which he is now ignorant, if he had only improved his opportunities as he ought to have done. The cultivation of the Capac Marsh is an evidence of progress in this direction. In August, 1875, this marsh, and the measures then taken to utilize it, were noticed. It comprises 2,200 acres, and is situated six miles northwest of Capac Village. It is owned by G. S. Parks, in company with three or four other business men, all of whom came from Wisconsin, where they have large investments in the culture of the cranberry. This company purchased the farm in 1874, and began large improvements. The part of the farm on which the berries are grown make a field of over 2,000 acres, the remainder being highlands, and in preparation for farming purposes. As is well known, cranberries are grown on marshes and lowlands, which are covered with water a part of the year. The marsh is almost entirely surrounded with water, and one side is a chain of small lakes, which are skirted with narrow ridges, covered with beautiful groves on one bank, and heavy growths of timber on the other. Cranberries have for years grown on the marsh, but no efforts have ever been made toward cultivating them. The work to be done in cultivating the vines is to simply supply the land with water at certain seasons of the year, and to drain it at others. When this is successfully accomplished, it is all that can be done, as the vines will, under proper circumstances, then take care of themselves. The first thing the proprietors did was to begin extensive ditches on the marsh, to facilitate irrigation in the spring, and to drain off the water later in the season. A gang of workmen constructed a ditch around the margin of the swamp, eight feet in width, and over five miles in length. The work was easily accomplished, as the soil was composed of vegetable matter, the surface being but little decayed and quite rotten a foot from the surface. This vegetable matter was composed of the heavy growths of grass which have been growing and rotting for years. The men piled the soil on the outer bank, forming an embankment to hold the water when irrigation commences. The lakes around the marsh are much higher than the marsh itself, and with one of them this ditch con-

nects, thus securing an abundant supply of water, which is necessary to the successful culture of the berry. The ditch has a good outlet at the opposite end of the field. Several large ditches, a foot in depth, were made throughout the field to drain the surface after the berries set and begin to ripen. In 1873, the marsh was burned over, and since that time but few berries have been picked, as the vines were killed. The field was subsequently covered with a thick growth of vines, which reached maturity sufficient to bear a heavy crop.

#### MAGNETIC WELLS.

The discovery of several wells of magnetic or magnetized water, has given rise to a novel theory. The fact that wells whose waters have magnetic properties do exist, is now generally conceded. That the discovery of these peculiar wells is confined to the central portion of the State is also well known, and the probability that they will always be limited to Michigan is, to the mind of every scientific man, a fixed fact. Let a person to whom this idea has occurred take the pains to glance at a map of this State, and he will be astonished at the resemblance which the outlines of the Lower Peninsula have to an ordinary magnet. The great lakes which surround it do, in fact, form an enormous horse-shoe magnet, with a proportionate current of electricity constantly circulating through those vast bodies of waters, and form the different poles of the magnet across the southern and central portions of the State, completely saturating, as it were, the earth, air and water with this powerful agent. Science teaches us that whenever two bodies of matter assume certain positions to each other, a current of electricity is immediately formed, and the intensity of that current (other things being equal) will be in proportion to the size of the bodies brought in contact. Now, with Lake Michigan on the west, Lakes Huron and St. Clair and the Straits on the east, united at the apex by a narrow strait, we have all the necessary qualifications to form a huge galvanic battery, and the conclusion is inevitable. Again, electricity always seeks the best conductors, and in its passage across the State the water, being a better conductor than either earth or air, is more highly charged. But the surface water, having its electricity constantly drawn off by surrounding objects, is enfeebled, while the lower strata are powerfully impregnated. On exposure to external influences this, however, gradually passes off, which accounts for persons not finding this quality in water which has been transported a distance from the wells.

#### MINERAL WATERS.

The salt springs of this district result from an overflow of the great saliferous basin of the Peninsula. The wells at St. Clair were bored upon the thinning-out edge of this basin, almost one degree of longitude southeast of the highest saturation point, and at a place where the brine would necessarily be diluted with surface water, or with that of subterranean rivers. Consequently the brine of Mount Clemens must be considered separately from that so prized by salt manufacturers, for the reason that it is a medicinal mineral water, rather than a common salt brine. The difficulties presented by this water in the manufacture of common salt therefrom, are due to the large quantity of deliquescent parts of calcium and magnesium existing in connection with the chloride of sodium; but what it loses in this respect is more than compensated for by the large quantity of salts present, possessing in connection with the sulphureted hydrogen, a decided medicinal effect. Chief among the active ingredients, in addition to those mentioned, is iodine, an agent whose value has long been recognized by the medical profession.

The carbonated waters contain a quantity of soluble salts; the sulphur waters are of the most pronounced character, each impregnated with mineral substances, which must always render them of inestimable value to the people. It is said that the magnetic waters of the State are not themselves magnetic, but that marked magnetic phenomena are manifested in the vicinity of the wells arising through induction from the earth, without regard to the waters; yet experiments indicate a power of excitation of magnetism possessed by these waters.

#### THE SALT SPRING OF 1797.

The Salt Spring, near the bank of Salt River, in the vicinity of which the squatters of 1797 located, was considered by them a most valuable property. This spring appeared in the



glen, close by the Plank Road bridge of later days—four miles from the mouth of the river. In a report tendered to Thomas Jefferson by Charles S. Jonett in 1804, this agent of the Government makes the following statement: “From experiments which have been made, I am justified in saying that this spring deserves the public attention. It was wrought some time by a couple of men, who, owing to their want of capital, were incapable of conducting the business on an advantageous plan. By these men I am assured that a quart of water did with them turn out a gill of salt, and in all their trials with greater quantities, it never failed to produce a like proportion. There is a sufficient quantity of water to supply works to any extent.”

From a report made by Douglass Houghton in 1838 to the Legislature, the analysis of the brine, said to be so rich in its saline properties in the report of Jonett to Secretary Jefferson in 1804, was as follows :

## ANALYSIS OF BRINE, SECTIONS 2 AND 11, CHESTERFIELD.

Specific gravity.....	1.0057	Chloride sodium.....	0.549
Chloride calcium.....	0.013	Chloride magnesium.....	0.037
Sulphate of lime.....	0.015	Sulphate of magnesia.....	—
Carbonate of lime.....	0.014	Compounds of iron.....	0.001
Other constituents.....	—	Total solid matter.....	0.629

In 1863, D. C. Walker, of Capac, manufactured a small quantity of salt from water produced by the well on his farm. The product was analyzed by Chemist S. P. Duffield, of Detroit, who pronounced the solid to be sulphate of soda, sulphate of magnesia, chloride of calcium, and chloride of iodine.

In May, 1882, the Marine City State Company made a deep boring. Geologists are satisfied that the Michigan salt-rock has been struck at that point. The development of the well rests with the enterprising firm of which Crockett McElroy is the head. The success of the industry is only a matter of a short time.

## SOIL.

On the plains or comparatively level portions of the county, the soil is of a sandy character, with more vegetable mold in its composition than appears from a hasty examination. It is formed, for the most part, of decomposed or disintegrated sandstone. The granitic or azoic formation occurs upon the rivers and creeks, but terminates as a surface indication, near the confluence of the Black with the St. Clair. The soil on some of the knolls which skirt the rivers has a clayey character, which, when it comes to be cultivated, will be found to have staying qualities that do not appertain to that of the country in the immediate neighborhood of Lake Huron. The particular drawback of the light and easily worked sandy soil, which usually produces a good yield in return for the labor and dressing bestowed upon it, is its lack of power to resist the effects of a dry time. As the seasons in which there is a severe drought are not frequent, this does not seriously depreciate the value of this soil for agricultural purposes. The soil and climate of St. Clair generally is eminently adapted to the raising of small fruit and berries, and as the railroads bring the markets so near our doors, this industry must continue to increase until the crop becomes a very large one. There are several indigenous fruit-bearing shrubs which may one day be cultivated and produce a berry as superior to the present product as the pippin excels the crab apple. There is also found in great profusion the hazel nut, awaiting man's fostering care. There is produced on this soil one or more varieties of wild hemp, and the milk weed (the inspissated juice of which becomes India rubber), grows in rank profusion wherever its seeds take root. Indeed, most of the soil in the county whatever geological parentage it owns, or whatever metamorphoses it may have gone through, is well adapted to the easy cultivation of its indigenous productions, and most others from a like latitude. The general surface appearance is attractive, being generally undulating enough to afford good draining, without being hilly, presenting a pleasing variety of groves of valuable timber and light openings, interspersed with stretches of marsh and meadow lands, beautifully undulated with gentle ascents and declivities, which swell away in the distance, forming many truly charming landscapes. But little if any is so uneven or hilly as to render it undesirable for agricultural purposes, and a large portion of the flat, marshy land which was originally considered worthless, has, at a trifling expense, been transformed into valuable meadows; while there are some 3,000 acres of peat marsh, having an inexhaustible supply of peat of a good

quality, ranging from six to twenty feet in depth, which may, in the not distant future, become a source of wealth to its owner. As to the character of the soil, it is unquestionably rich in the mineral constituents necessary to the production of good crops, but it requires to have a part of its production, or its equivalent, returned to its bosom every year. The amount of vegetable mold is not so abundant that one can go on cropping, generation after generation, without exhausting its fertility.

Some idea of the salubrity of the atmosphere and purity of the water may be formed from the healthfulness of the inhabitants. The pale face, sunken cheek, cadaverous countenance and hectic cough are seldom met with in this county. Butchers are patronized far more liberally than physicians. The unusual absence of disease in this county was noticed more particularly by the early settlers, from the fact that they anticipated the visitation of those bilious diseases so common in new countries, and yet failed to suffer much from malarial attacks.

#### ARCHAEOLOGICAL

This county is rich in evidences of the presence here, at some remote period, of the race, long extinct, which is the delight of antiquarian research, and the object of curious consideration by all. The Mound-Builders have left innumerable tumuli near the river and lakes. The mounds possess the varied forms peculiar to this class of pre-historic works. Most of them are conical or oblong, but some are cruciform, while others resemble birds and animals. The age of the mounds is attested by the growth of huge trees on the summits, and by remains of immense trees thereon which have lived, died and decayed since the germ was first implanted in the upturned soil by the ordering of that economy of Nature which is at once the source of admiration and marvel to the thoughtful minds. These mounds, like all others constructed by this mysterious people, are of surface soil, yet the immediate vicinity shows no disturbance of the surrounding alluvium. When, and how, and why were they built? Exceptional ones on the heights at bends in the river, or at the foot of the lake, were perhaps for defense, some possibly for tombs, as bones exhumed would indicate. Excavations usually yield little results, though sometimes are found pieces of coarse pottery and rude implements. The county abounds in these antiquarian puzzles. The Indian found a home on both river and lake. At an early day, this district was a favorite resort for ducks, and also abounded in fish, something like the St. Clair Flats of a few years ago. The facility with which food could be obtained induced the indolent savage to pitch his wigwam here. As late as a half a century ago, hundreds of Ojibwas, and even visiting Menominees fared sumptuously on the wild rice and game of the region. Many Indian graves are still distinguishable by their decaying palings. The pioneers of fifty years ago remember the burial scenes and dance orgies of the tribes which were the final aboriginal occupants.

Records of the olden time are very interesting, and are not without their lessons of instruction. By the light of the past, we follow in the footprints of the enterprising pioneer. We see him amid the labors and struggles necessary to convert the wilderness into a fruitful field. We sit by his cabin fire, partaking of his homely, but cheerfully granted fare, and listen to the accounts he gives of frontier life: of the dangers, trials, hardships, of himself and others, in their struggles to make for themselves homes in regions still unexplored, save by wandering Indians and wild beasts. Through these old records, we make our way along to the present, showing the mighty achievements of industry, the daring enterprise, the creative energy and untiring perseverance of the early pioneer. Following on in the path of progress and improvement, we see once waste places rejoicing under the kindly care of the husbandman; beautiful farms are spread out before us; villages and cities have arisen, as if by magic; common schools, academies and colleges have sprung up, wherein young and ardent minds may press forward in the acquisition of science; churches are built, and a Christian ministry sustained; the press is established; railroads are constructed, to bring the products of every clime, and the people from afar, to our doors. All this has been accomplished over ten thousand graves.

St. Clair County was one of the *Pagipendamonwinoka*, or great cemeteries of the aborigines. Along the rivers and their tributary creeks, many mounds were found by the early settlers—some few still exist—all offer interesting subject to the antiquarian of the present time. From time



to time, the searcher among the bones of the dead was rewarded by the discovery of one or other of the many articles placed in the earth with the dead. The number of mounds and character of human remains found in them, point out the district as the necropolis of an extinct race. Stone hatchets and flint arrow-heads, unnumbered skeletons—all remain to tell of their coming and their stay, of their rise and fall.

The free copper found within the tumuli, from the open veins of the Superior and Iron Mountain Copper Mines, with all the *modus operandi* of ancient mining, such as ladders, levers, chisels and hammer-heads, discovered by the French explorers of the Northwest and the Mississippi, are conclusive proofs that a pre-historic people were civilized, and that many flourishing colonies were spread throughout the newly formed land. While yet the mammoth, the mastodon, and a hundred other animals, now only known by their gigantic fossil remains, guarded the eastern shore of the continent, as it were, against supposed invasions of the Tower-Builders, who went west from Babel; while yet the beautiful isles of the Antilles formed an integral portion of this continent, long years before the European Northman dreamed of setting forth on his voyage of discovery to Greenland, and certainly at a time when only a small portion of the American continent, north of latitude 45°, was reclaimed, in the midst of the great ice-encumbered waste, a pre-historic people lived and died upon the land which the American and French pioneers of St. Clair rescued from its wilderness state.

Within the last twenty years, great advances have been made toward the discovery of antiquities, whether pertaining to remains of organic or inorganic nature. Together with many telling relics of the aboriginal inhabitants, the fossils of pre-historic animals have been unearthed from end to end of the county, and in districts, too, long pronounced by geologists of some repute to be without even a vestige of vertebrate fossils. Among the collected souvenirs of an age, about which so very little is known, are single and ossified vertebrae, supposed to belong to the cretaceous period, when the dinosaur roamed over the country from East to West, desolating the villages of the people. This animal is said to have been sixty feet long, and when feeding in the pine forests was capable of extending himself eighty-five feet, so that he might devour the budding tops of those great trees.

Other efforts of our antiquarians may lead to great results, and culminate probably in the discovery of a tablet, engraved by some learned Tower or Mound Builder, describing, in characters hieroglyphical, all those men and beasts whose history excites so much interest, and transforms the speculative into certainty. The identity of the Mound Builders with the Mongolians, and the closer tie which bound the latter to the Egyptians, might lead us to hope for such a consummation—might possibly result in proving that the Egyptian originally migrated from Central America, branched out toward China, and became the Mongolian, and in turn continued the travel eastward until the descendants of the first Americans returned to the cradle of their race, as set forth in an extract given in this work from the writer's special paper on the Mound Builders.

Regarding the mounds and garden beds of St. Clair County, little has been written—comparatively nothing done toward their exploration. From a paper prepared by Henry Gillman, and read before the Detroit Scientific Association, May 6, 1874, the following extract is made. In it occurs a direct reference to the mounds in the neighborhood of Fort Gratiot and Port Huron. He states: "Throughout the region of the great lakes, abundant evidence, often of the most interesting character, of the presence in by gone ages of that peculiar race known as the Mound Builders, is constantly being brought to light. And our own State of Michigan, from the low, monotonous shores of Lake Erie, to the rocky cliffs of Lake Superior, has contributed, in many directions, some of the most remarkable relics and monuments of a people whose cranial affinities and evidently advanced civilization totally separate them from the North American Indian, and ally them to the ancient race of men who inhabited Brazil and the remote past. Along the Detroit and Rouge Rivers, those monuments, in the shape of the well-known mounds, were at one time not infrequent; but in numerous instances, and even within our present city limits, they have been destroyed, often without their true character being recognized; and thus large amounts of valuable relics have fallen into ignorant hands, and have finally been forever lost. Even those works which remain are fast disappearing before the march



of modern improvement. Indian tradition says that these mounds along our river were built in ancient times by a people of whom they (the Indians) know nothing, and for whom they have no name; that the mounds were occupied by the Tuetle Indians, and subsequently by the Wyandots, but were constructed long before their time. These facts were ascertained by me in the course of some investigations which I made several years ago, and at that time I further learned that the Tuetle Indians had been absorbed by the Six Nations, and if any survive, it is there they must be looked for. In this connection, it is proper to state that I have lately been informed, through the instrumentality of Prof. Henry, of the Smithsonian Institution, of the result of some inquiries made at my suggestion in regard to the name Tuetle. The conclusion arrived at is that the word Tuetle is probably a corruption of Tutelo, a tribe 'admitted as a younger member of a confederacy of the Six Nations, about the middle of the last century;' and that the Tuteloes 'are believed to have migrated from Virginia northward, to lands assigned them on the Susquehanna by the Six Nations; but very little is known of their early history and migrations.' An interesting paper on the Tuteloes was read by the Rev. J. Anderson, before the American Philological Association, in July, 1871. Reporting Mr. H. Hale's discoveries, he assigns the Tuteloes to the Dakotan and not the Iroquois stock, and gives an account of Mr. Hale's visit to Nikungha, the last survivor of the tribe of the Tuteloes, and who has since died at the age of one hundred and six years. The establishment of the identity of the Tuetles with the Tuteloes, and their residence on these mounds and along the Detroit River, is not only an interesting addition to local history, but is of special value in view of its tending to sustain Mr. Hale's opinion (opposed to the conclusions of others regarding the Dakotan migration) that 'in former times the whole of what is now the central portion of the United States, from the Mississippi nearly to the Atlantic, was occupied by Dakotan tribes, who have been cut up and gradually exterminated by the intrusive and more energetic Algonquins and Iroquois.'

"The relics exhumed from the mounds consist of stone implements, such as axes, chisels, scrapers, arrow heads, spear points and knives, fragments of pottery of a great variety of pattern, including the favorite cord pattern so frequently seen in such connection, from the northern lakes to the Gulf of Mexico, and the bones of man, generally much decayed, and exhibiting other indications of antiquity. From the fragments of burned bones and charcoal found, it would appear that in the earlier interments cremation was practiced. The tibiae present, in an extreme degree, the peculiar flattening or compression pertaining to platyœmic men. In the fourth annual report of the Peabody Museum of Archaeology and Ethnology, attention is called to this, some of the relics which I collected here having been donated to the museum by the Hon. Robert C. Winthrop, to whom I had presented them. The curator, Prof. Wyman, says: 'Of the tibiae of forty individuals from the mounds of Kentucky, one-third presented this flattening to the extent that the transverse did not exceed 0.60 of the fore and aft diameter. The most extreme case was from the mound on the River Rouge, in Michigan, in which the transverse was only 0.48. In the most marked case mentioned by Broca, viz.: In the old man from the Cro-Magnon (France), it was, as deduced from his figures, 0.60.' Prof. Wyman draws attention to certain resemblances in this bone to the same bone in the ape, adding: 'In some of the tibiae the amount of flattening surpasses that of the gorilla and chimpanzee, in each of which we found the short 0.67 of the long diameter, while in the tibiae from Michigan, it was only 0.48.' "Subsequent to this (in 1870), I discovered in adjacent mounds several instances in which the compression of the tibia was developed to even a greater extreme. Two remarkable cases of this peculiarity were afforded by tibiae taken by me from a mound on the Detroit River. In one of these unique specimens the transverse diameter of the shaft is 0.42, and in the other 0.40 of the antero-posterior diameter, exceeding, I believe, any platyœmic men which has been observed before or since in any part of the world. In communicating these facts to the *American Naturalist*, not long afterward, I claimed that the last mentioned case 'may be considered as the flattest tibiae on record.' (See *American Naturalist*, October, 1871.) Both of these bones are strongly marked with the saber-like curvature, also a characteristic of the chimpanzee, as are likewise many others of the tibiae from the vicinity. The majority of the tibiae present the flattening, which is an exception to the facts as noted in other sections of the United States where

it is supposed to pertain to 'only about one-third of all the individuals observed.' In fact, it is an exception to find a tibia from our mounds along the Detroit destitute of this peculiarity; and where one is found it is generally of later burial, and consequently of less ancient origin.

"A few years ago the greater part of this large circular mound in the vicinity of Fort Wayne was removed, and most important results were obtained. Eleven human skeletons were exhumed; a large number of burial vases, stone implements in great variety and of superior workmanship, consisting chiefly of axes, fleshers, spear points, arrow-heads, chisels, drillers and sinkers; pipes, a peculiar implement of unknown use, formed of an antler, with duplicate perforations at its thickest end; and two articles manufactured from copper, one the remains of a necklace, formed of a number of beads strung on a two-stranded cord, a few fragments of which remained sufficiently preserved to satisfy me that it was made from vegetable fiber, probably from the bass-wood (*Tilia Americana*, L.). The other article of copper consisted of a needle, or borer, several inches in length, quadrangular at the base, and well wrought. One of the skulls is remarkable for its diminutive size, though adult, its capacity being only 56 cubic inches, or less than 76 per cent of that of the average Indian cranium, which is given as 84 cubic inches by Morton and Meigs, the minimum observed by them being 69 cubic inches. The measurement by Morton of 155 Peruvian crania gives 75 cubic inches, for the average bulk of the brain (no greater than that of the Hottentot or New Hollander), the maximum being 101 cubic inches, while the maximum sinks to 58, the smallest in a series of 641 measured crania; and yet you will perceive this is exceeded in diminutiveness by this cranium from the Detroit River. The average volume of the brain in the Mexicans is 79 cubic inches, while in a series of measurements of 24 crania from the Kentucky mounds it is found to be 84. The Teutonic crania gives the average of 92 cubic inches. Thus it is seen that while the great volume of the brain is indicative of power of some sort, the opposite is not always to be regarded as proof of a degraded condition. In short, quality may here, as in other instances, compensate for deficiency in quantity. So we find the cranium of the Peruvian, who possesses a high degree of civilization and refinement, equaled in capacity by that of the New Hollander or Hottentot, while it is exceeded by that of the degraded, brutal North American Indian to the extent of nine cubic inches. Still the crania of the Mound Builders, it must be acknowledged, present characteristics, which, in the language of Foster, 'indicate a low intellectual organization, little removed from that of the idiot.' And this skull from the Detroit River mound must be placed in the same category. Prof. Wyman, in his sixth annual report of the Peabody Museum, in referring to this skull, goes on to say: 'In ordinary skulls, the ridges of the temporal muscles on the two sides of the head are separated by a space of from three to four inches, seldom less than two, while in the Detroit mound skull this space measures only three-quarters of an inch; and in this respect it presents the same conditions as the skull of a chimpanzee.' It is interesting to remember that the 'flattest tibia on record,' already referred to, were taken by me from this mound; and all the tibiae had more or less saber-like curvature associated with the platycnemism. It remains for me in this connection to call attention to the fact that the perforation of the humerus is another remarkable characteristic which I have observed to pertain to those platycnemism men of our region. I refer to the communication of the two fosse situated at the lower end of the humerus. This is of great interest, as this peculiarity is most frequently met with in the negro race; it has also been observed in the Indian, and though not always present, is quite general in the apes, while it is very seldom seen in the white races.

#### MOUNDS OF ST. CLAIR COUNTY.

One of the most remarkable and extensive series of tumuli which are known to exist in this part of the lake region, it was my good fortune to discover in the year 1872. I refer to the mounds situated at the head of the St. Clair River, and at the foot of Lake Huron. They extend in continuous succession for about one mile and one-half northward, as I have satisfactorily determined. Strange to say, those who lived in their immediate vicinity knew nothing of their character. A paper which I wrote on the subject, embodying the principal facts, subsequently formed a part of the sixth annual report of the Peabody Museum of Archaeology and Ethnology, and was afterward copied into several of the leading periodicals of the country, in-

cluding the *American Journal of Science*. The general publicity thus given the discoveries precludes the necessity of more than a passing notice here. The numerous mounds, with few exceptions, are of similar character, having been largely used for burial purposes. One of them presented some features distinctive of the 'refuse heaps' of our Atlantic Coast, and of the north of Europe—a wide area at one end being covered with a solid crust of black ashes from eighteen inches to two feet thick, containing the bones of various animals used for food, broken pottery and stone implements. The relics from the burial mounds, in addition to those usually found, consisted of an extraordinarily large number of broken stone hammers of the rudest kind; a plate of mica five by four inches, and two necklaces, one made of small bones, mostly cervical vertebrae, stained a beautiful green color, resembling enamel, the other composed of the teeth of the moose, finely perforated at the roots, alternating with well wrought beads of copper, and the bones of birds stained green as in the first instance. In the mound containing the last mentioned ornaments, several interments had been made, and the decayed stump of a scarlet oak (*Quercus coccinea*, Wang.), two feet in diameter, surmounted the summit, the roots spreading above the contents in all directions. All the tibiae noticed by me exhibited the compression characterizing platycemic men. In dwelling on this circumstance, in connection with my previous discoveries in the same direction, I make the remark, 'I cannot but believe, from what I have seen, that future investigation will extend the area in which this type of bone is predominant to the entire region of the great lakes, if not of the great West; or, in other words, that at least our northern Mound Builders be found to have possessed this trait in the degree and to the extent denoted;' which prediction recent discoveries in Wisconsin and Iowa would seem in a fair way of fulfilling.

"On the west bank of the Black River, a tributary of the St. Clair, is a burial-mound, which contributed some unusual features. A road having been cut through the easterly slope of this mound, the consequent excavation revealed a large number of human bones, pottery, stone implements and other relics. Stone lance or spear heads of great length were taken out, two of them being each over a foot long, and one sixteen inches in length. But the most interesting feature of this repository of relics was a grave, the interior of which was described to me as being lined with pottery similar to that of which the vases, pots, etc., are formed. This was so peculiar a circumstance, no other instance of the kind having come to my knowledge, that, at first, I considered the statement highly improbable. But I availed myself of an opportunity of visiting the locality not long after to make a special examination. Though the construction of the road through the mound had destroyed most of the original features, and scattered a multitude of valuable remains, further excavation revealed a considerable quantity of fragments of the pottery above referred to as having been said to have lined the grave. This certainly appeared to confirm the statement. I found this pottery to be of rather a coarser description than usual, and marked abundantly with the cord pattern, known to be of such frequent employment, but in this instance made with a large cord or small rope. The side so ornamented was invariably concave, while the other side was convex and unsmoothed, different from any other specimens I have seen elsewhere. So rough and unfinished was the unornamented side that it had every appearance of having been pressed upon the ground while yet plastic, and sand, and even gravel, adhering to it, confirmed this impression. After having viewed the evidences, I had no longer any great difficulty in receiving the statements previously made. My chief informant was perfectly uneducated in such matters, and even attributed the peculiar formation lining the sides of the grave to the coagulation and final hardening of blood, accounting for its presence in such large quantity by presuming a battle to have been fought in the vicinity. The few fragments of human bones, which on this occasion were exhumed with the pottery, were in the last stages of decay. A remarkable series of those works occurs at Beaver Harbor, on Beaver Island, in Lake Michigan. A very limited and hurried examination which I made of the group in 1871 sufficiently satisfied me as to their ancient origin. They appear to be of the same character as the mounds on the Detroit River, and those at the foot of Lake Huron. They were probably largely used for purposes of sepulture. From the success attending my brief labors it would appear that the more valued relics of the Mound Builders have been here deposited in unusual abundance. Highly wrought stone implements, many of



them being of uncommonly skillful workmanship, are frequently encountered. They are formed of a great variety of stone, such as diorite, or greenstone, sienite, shale and chert, many of them being finely polished. One of the handsomest stone axes I ever saw was taken out at this place: it is made from sienite, a favorite material for this implement, and the handiwork displayed in its construction is of the highest order."

At intervals, residents along the rivers and lake discover relics of the aborigines. June 29, 1870, a boy named Daniel Tyrell went up the lake shore in June, 1870, to pick strawberries, and upon returning homeward, while wading in the lake, he lifted something which he thought was a very curious looking stone. Upon examining it, he saw it was the tooth of some enormous animal, and brought it home. It created much curiosity. The weight of the tooth is three pounds and eleven ounces, and seems to have been the back tooth of the lower jaw. It is seven and a half inches in length, and five inches in depth, but the animal seems to have been an old one, as the tubercular points are much worn by attrition, similar to the molars of an old person.

Daniel Cottrell, in digging a hole for a fence post, in June, 1875, at a depth of three feet below the surface, exhumed a tomahawk, the skull of an Indian, and a large number of silver ornaments and trinkets, the aggregate weight of which was about two pounds. The ornaments found comprise buckles, earrings, bracelets, brooches, and other rude designs, such as were worn a century ago by chiefs. The silver is rolled very thin, made as showy as possible; the workmanship is that of a white man; the bracelets are two inches in width, and bear the stamp of the early American confederation of ten States—the eagle with outspread wings, and ten stars in the shape of a crescent overhead.

In August, 1875, Mathew Kemp, living on the southwest corner lot at St. Clair, dug down in the earth a few feet to get some sand for building purposes, and a day or two afterward his little daughter discovered something of a sparkling nature in the earth that had been excavated, and brought it into the house to find out what it was. Upon cleaning it up Mr. Kemp found it to be a lump of quartz and copper mixed with stone, in the proportion of two of each of the former to one of the latter. The specimen is a very fine one. How it came there is merely a matter of conjecture. It may have been dropped accidentally by some person—Indian or white man—years ago, or it may have been transported thither during the drift period.

In closing this chapter, it is well to speak a word to those who cannot comprehend fully the eccentricities of geology. Recently a foreign author adopted the theory that the days in Genesis first are long periods of time, and endeavors to show that the facts of geology correspond in a wonderful manner with the panoramic description of Moses in a great number of particulars. To those who are satisfied with his interpretations of Scripture the argument will seem clear and convincing. There will, however, be others, great numbers, to whom it will not appear probable that Moses should have had a scientific revelation of the process of the world's creation which could not be understood by a single reader, until, thousands of years after his death, the true meaning was developed by modern geology. It will also be regarded as quite incredible that the explicit references to six mornings and evenings point to immeasurable periods of light and darkness, contrary to the established uses of these words in all languages. The work, in a scientific point of view, is highly interesting and instructive. But its exegetical side seems exceedingly defective. The whole subject of the "days," "evenings and mornings," in Genesis, first demands a renewed examination in the light, not of science, but of philology and exegesis. As the matter now stands, it may be well questioned whether Hebrew scholars have not too far given up the true principles of exposition for the purpose of seeming to reconcile Genesis and geology. It is high time this question should be carefully reviewed. Skeptics will never accept unnatural and forced interpretations of the Scripture as affording sufficient answers to their objections. The Upper Peninsula of Michigan may be taken as a subject lesson by them. That land of iron and copper was fashioned by God in a moment to provide for the present time: millions of years could not have formed these iron hills, even as time, previous to 1846, never suggested a development of their mineral resources.

## CLIMATOLOGY AND METEOROLOGY

The varied climatological changes resulting from settlement are many and serious. There are many theories afloat concerning the effect of reclaiming the soil and the destruction of its forests. To us, a new people and a new State, the question is one of great moment, the more so that it is still in our power not only to watch the effects of such changes but still more so to control them in a measure for our good. As to the effect upon animal and vegetable life, it would appear that so far as relates to the clearing away of forests, the whole change of conditions is limited to the surface, and dependent for the most part on the retention and slow evaporation in the forests, in contrast with the rapid drainage and evaporation in the open space. The springs diminishing in number and volume in our more settled parts of the State, do not indicate a lessening rainfall. It is a well-ascertained fact that in other places so denuded, which have been allowed to cover themselves again with forests, the springs re-appear, and the springs are as full as before denudation. With us, happily, while the destruction of forests is going on in various parts of the State, the second growth is also going on, both in the pineries, where new varieties of hard wood take the place of the pine, and in the more cultivated parts of the State, cultivation forbidding, as it does, the practice so much in vogue some years ago, of running fires through the undergrowth. Thus, though the renewal of forests may not be keeping pace with their destruction, it would seem clear that as time advances the springs and streams in the more cultivated parts of the State will fill and flow again, increasing in proportion as the second growth increases and expands. The change, however, from denudation, though strictly limited to the surface, affects the surface in other ways than simply in the retention and evaporation of rain. When the winter winds are blowing, the want of sheltering protection of belts of trees is bitterly felt, both by man and beast. And so, too, in the almost tropical heats of summer, both languish and suffer from the want of shade. Nor is the effect of denudation less sensibly felt by vegetable life. The growing of our more delicate fruits, like the peach, the plum, the pear, the better varieties of the cherry and gooseberry, with the beautiful half-hardy flowering shrubs, all of which flourished so well in a number of our older counties some twenty years ago, are as a rule no longer to be found in those localities, having died out, as is believed, from exposure to cold winds, to the southwest winds in particular, and for want of the protecting influence of the woods. In fruits, however, we have this compensation, that, while the more tender varieties, especially of apples, have been increasing, while the grape (than which nothing speaks better for climatology), of which we grow some 150 varieties, the strawberry, the raspberry, blackberry and currant, etc., hold their ground. Nor are the cattle suffering as much as formerly, or as much as is perhaps popularly believed, from this want of forest or tree shelter. With the better breeds which our farmers have been able of late years to purchase, with better blood and better food, and better care, our stock, instead of dwindling in condition, or in number, from the effect of cold, has progressed in quality and quantity, and competes with the best in the Chicago and New York markets. There can, however, be no doubt that the planting of groves and belts of trees in exposed localities would be serviceable in many ways, in tempering the air and imparting to it an agreeable moisture in the summer, in modifying the severity of the cold in winter, in moderating the extreme changes to which our climate is subject, and thus in a measure preventing those discomforts and diseases which occur from sudden changes of temperature. Besides, these plantings, when made between homes or villages and malarial marshes, serve (by the aid of the prevailing southwest winds) to break up—to send over, and above and beyond the malarial substratum of air to which we are otherwise injuriously exposed. The effects of reclaiming the soil, or “breaking,” as it is called in the West, have years ago, when the State first began to be settled, been disastrous to health and life. The moist sod being turned over in hot weather, and left to undergo, through the summer, a putrifying, fomentative process, gave rise to the worst kind of malarial, typhoid (bilious) and dysenteric disease. Not, however, that the virulence or mortality altogether depended upon the soil emanations. This was undoubtedly aggravated by the condition of the early settlers, who were wanting in many things, such as in proper homes, proper food and proper medical attendance, medicines and nursing. These fevers have swept the district years ago, particularly in the autumns of 1844 and 1845, but are now only observed from time to time in limited localities, following an

the autumn the summer's "breaking." But it is pleasing to be able to add that through the advancing prosperity of the county, the greater abundance of the necessities and comforts of life, and the facilities for obtaining medical care, the diseases spoken of are much less common and much less fatal than formerly.

The relations of climatology to sanitary status form a subject for inquiry. One of the principal reasons for gathering climatological observations, is to obtain sanitary information, which serves to show us where man may live with the greatest safety to his health. Every country, we might perhaps correctly say every State, has, if not its peculiar diseases, at least its peculiar type of diseases. And by nothing is either this type or variety of disease so much influenced as by climate. Hence the great importance of the study of climatology to health and disease, nay, even to the kind of medicine, and to the regulating of the dose to be given. It is, however, best to caution the reader that these meteorological observations are not always made at points where they would most accurately show the salubrity of a geographical district, by reason of the fact that the positions were chosen not for this special purpose, but for purely military purposes. We allude to the military posts, from which statistics for the most part come. Another caution, it is also well to bear in mind in looking over the class of diseases reported at these stations in connection with their observations, the diseases are those of the military of the period, a class from which no very favorable health reports could be expected, considering their habits, exposure, and the influences incidental to frontier life. The geography of disease and climate is of special interest to the public, and a knowledge especially necessary to the State authorities, as it is only by such a knowledge that State legislation can possibly restrain or root out the endemic diseases of the State. In connection with the gathering of vital statistics must go the collection of meteorological and topographical statistics, as without these two latter the former is comparatively useless for sanitary purposes. More particularly does this apply to the malarial diseases. Acclimation is very rarely discussed, or even alluded to, by our people in relation to this State, for the reason that, come from whatever part of Europe men may, or from the Eastern States, acclimation is acquired for the most part unconsciously, rarely attended by any malarial affection, unless by exposure in such low, moist localities, where even the natives of the district could not live with impunity. It seems to be well enough established that where malaria exists, whether at Detroit, New York or Chicago, where the causes of malarial disease are permanent, the effects are permanent, and that there is no positive acclimation to malaria. Hence it should follow that since life and malaria are irreconcilable, we should root out the enemy, as we readily can, by drainage and cultivation, or, where drainage is impossible, by the planting of those shrubs or trees which are found to thrive best, and thereby prove the best evaporators in such localities. Our climate, approximating, as it does, the forty-fifth degree (being equidistant from the equator and pole), would, *a priori*, be a common ground of compromise and safety, and from this geographical position is not liable to objections existing either north or south of us.

#### HISTORY OF DISEASE.

In searching for historical data of disease, we are able to go back to the year 1766, commencing with the aborigines. "The Indians," says Carver, in his chapter on their diseases, "in general are healthy, and subject to few diseases." Consumption from fatigue and exposure he notices, but adds that the disorder to which they are more subject is pleurisy. They are likewise afflicted with dropsy and paralytic complaints. It is to be presumed that, while Carver is speaking generally, he means his remarks to apply, perhaps, more particularly to those Indians with whom he lived so long, the Sioux of the Northwest. That they were subject to fevers, is gathered from the use of their remedies for fever, the "fever bush" being an ancient Indian remedy, and equally valued by the inhabitants of the interior parts of the colonies. Besides this, they had their remedies for complaints of the bowels, and for all inflammatory complaints. These notices sufficiently indicate the class of diseases which have certainly followed in the wake of the Indian, and are still occurring to his white brother, making it plain enough that lung diseases, bowel complaints, and fevers are in fact native to the State. The fact must not be ignored that the Indian is subject to the same diseases as the human race



in general. After Carver, we may quote Maj. Long's expedition in 1824. The principal disease of the Sacs, appears to be a mortification of the intestinal canal, more common among men than women, the disease proving fatal in four days if not relieved. It is unaccompanied with pain, and is neither hernia, dysentery, nor hemorrhoids. Intermittents were prevalent, and small pox visited them at different periods. As the Otchipwes have a common Algonquin origin with the Sacs, and as their home and customs were the same, it may be expected that their diseases were similar. The principal disease to which the Otchipwes are liable is consumption of the lungs, generally affecting them between the ages of thirty and forty; they linger along for a year or two, but always fall victims to it. Many of them die of a bowel complaint which prevails every year. This disease does not partake, however, of the nature of dysentery. They are frequently affected with sore eyes. Blindness is not common. Many of them become deaf at an early age. Small pox and cholera have ravaged many an Indian town, even as they have stricken the cities of the white race.

#### THE BIG SNOWS

The traditions of the Chippewas and Wyandots point out the years 1755 and 1775 as the winters of the great snows. Those severe storms which swept over the Peninsula within two decades, destroyed great numbers of forest animals, the bones of which in after years, literally encumbered the wilderness. Within the pioneer period, the snow of 1822-23 was the heaviest. It fell to a depth of four feet on the level, and was accompanied with such an icy current, that large numbers of deer, wolves and bears perished before its withering advance. In 1830-31, the snow storms set in early in November, and continued throughout the month, destroying the wild animals in large numbers and inflicting many hardships on the Indians and pioneers. In the month of August, 1831, a severe frost set in, which occasioned many serious troubles and disappointments.

#### THE BLACK DAYS

On the morning of Sunday, November 8, 1819, the sun rose upon a cloudy sky, which assumed, as the light grew upon it, a strange greenish tint, varying in places to an inky blackness. After a short time, the whole sky became terribly dark; dense black clouds filled the atmosphere, and those changes were followed by a down-pour of rain, which appeared to be something of the nature of soapsuds, and which was found to have deposited, after settling, a substance resembling soot. The atmosphere assumed its usual form that afternoon, and the following day was dry and frosty. On the morning of Tuesday, 10th, heavy clouds again appeared, changed rapidly from a deep green to a pitchy black, and the sun, when seen occasionally through them, was sometimes of a dark brown, or an unearthly yellow color, and again bright orange or a blood red. The clouds constantly deepened in color and density and later on, a heavy vapor seemed to descend to the earth: the day became as dark as night, and the gloom increased or diminished most fitfully. The French traders looked on the phenomenon with a peculiar curiosity, while the Indians were actually alarmed. The more sensible concluded that the western pine woods were ablaze, others that the recently explored prairies were burning, while others stated that a volcanic eruption was in progress. The Indians quoted the prophecy that one day the Peninsula would be destroyed by an earthquake, while others looked upon the signs as signaling the close of this world. About the middle of the afternoon a great body of clouds seemed to rush suddenly across the country, and immediately everything was hidden in an appalling darkness. A pause and hush succeeded for a moment, and then a most glaring flash of electricity flamed over the land—next the thunder seemed to shake the very earth to its center. Another pause followed, and then fell a slight shower of rain similar to that which introduced the phenomenon two days previously. After this shower, the day grew brighter, but an hour later it was as dark as ever. Another rush of clouds, and another flash of lightning introduced the climax of the scene. The sky above and around was as black as ink; but right in one spot, in mid air above the Indian village, the lightning danced for some minutes in a fairy circle, then rushed eastward and was not seen again. The darkest hour had come and gone. The gloom gradually subsided and gave place to dawn, the people grew less fearful: the real night came on, and when next morning dawned the elements were at peace, and the world seemed as natural as before.

## INUNDATION OF 1827.

The rise of the River and Lake St. Clair occurred in 1827. Many farmhouses and two church buildings were carried off by the flood, while large tracts of shore land were submerged. Jacob Peer, one of the first settlers of Clay Township, in 1821 purchased 300 acres of Andrew Westbrook's lands, lying west of Point Aux Tremblez, extending to northwestern inlet of the lakes. This land was granted to Westbrook by the United States Congress, as an indemnity for losses occasioned by the war of 1812. At the time of the St. Clair Flood, Peer had sixty acres of those rich bottom lands under cultivation, so that the rise of the waters deprived him both of lands and crops.

## TORNADO, 1835.

Perhaps the best remembered and most extraordinary phenomenon was that which the people of the northeastern counties witnessed in 1835. On Christmas Day of that year, an exceptionally heavy fall of snow covered the ground, which was followed on the 26th by a mist, and this was succeeded in turn by a drizzling rain. The rain ceased suddenly, the clouds lowered, grew dark, and assumed such appearances as would lead the spectator to conclude that this globe was about to collapse. The storm king at length broke loose, swooped down from the northwest in black night, uprooting trees, sweeping everything in his track, and bringing with him such a current of icy air, that man and beast, not then in shelter, were frozen to death. This storm was as sudden as it was phenomenal. It is well remembered by the old settlers, and forms for them a mark on the page of time.

## THE METEOR.

The meteor seen November 1, 1857, passing southward, proved to be a most remarkable one; its journey was accompanied by a sharp rumbling sound like thunder.

## THE COMET.

This strange visitor, belonging to that numerous but erratic family whose movements are so carefully noted by astronomers, and the time of whose entrances and exits is a matter of mathematical certainty, appeared to the people of this county June 30, 1861; whatever may have been its attributes and peculiarities, one thing is certain, that it has had no rivals in the comet line. Its sudden debut at that time was the cause of much speculation among men of letters as well as the people in general. It was first visible in a northwesterly direction, where it appeared like a bright star; it attracted but little attention at first, it being supposed to be a lamp attached to a kite, but directly a train of light shot up, which gradually increased in length until it passed the zenith. The nucleus of the comet, when viewed through a glass, presented a very clear and sharply defined outline, shining with the brilliancy of a star of the first magnitude. Its motion was in an easterly direction, and exceedingly rapid; the train of light extended beyond the constellation Lyra, and the center of its extremity was directly over the star Vega; its length extended over the immense distance of 100°, being 30° longer than the comet of 1843, which extended over a space of only 70°.

The comet of 1881 remained with us for weeks, and disappeared from the view of citizens of this county, a short time after a portion of its tail separated from the nucleus and main train. It will be remembered as affording much subject for gossip during the latter part of the summer of 1881.

## ECLIPSE OF THE MOON, 1881.

One of the most sublime astronomical events of 1881, a total eclipse of the moon, occurred Sunday morning, June 12. The moon appeared above the horizon at about 8:20 P. M. on the 11th, in its usual brilliancy. When about two and a half hours high, it received the first contact with the penumbra of light shadow of the earth upon its eastern limb, which became slightly dim, and a loss of lunar light followed as the moon entered the penumbra. Fifty-six minutes then elapsed without further change in its appearance, while traversing the partial shadow of the earth; but when the umbra or dark shadow of our planet was reached, the eastern limb of the moon again darkened suddenly, almost to invisibility. The circular shape of the earth's shadow was distinctly seen when passing over the face of the moon. At 12:38 A.

M., June 12, the moon was wholly within the umbra, and the total eclipse commenced. It continued in darkness for an hour or so, when all was light again.

#### THE STORM OF JULY 6, 1879

In Port Huron the destruction of the new Methodist Episcopal Church overshadowed all other disasters and damages. The building was one of the handsomest in the city, and to day presents a sad picture of shattered timbers and windows, and fallen brick, stone and mortar. The front is better preserved than any other part of the building, but most of this, with the exception of the main tower, will have to come down. Most of the basement walls can be saved. We give elsewhere an engraving of the church as it stood previous to the storm, with a historical sketch of the society.

C. J. Rathfon had a very narrow escape during the storm. He was in the shed in the rear of the Graham Block with his horse, when the tin roofing of that building gave way and was precipitated upon the shed in such a manner as to make his escape impossible. It was necessary to remove a part of the shed wall to let him out, and for more than ten minutes he was in danger of being crushed or kicked to death by the frightened horse with which he was confined. D. McKenzie, the blacksmith, had a very similar experience in his shop, immediately adjoining, the door being barred by the debris, and the lives of the inmates endangered by the rearing and plunging of three horses, which he was engaged in shoeing at that time. Fortunately no one was seriously injured in either case. Fred Marontate, who was employed in S. L. Ballentine & Co.'s store, had a narrow escape from serious injury. He went out in front of the store to prevent the awning irons from striking the windows, when the storm was at its height, but got a rap from one of them, and was under the immense sheet of plate glass when it was broken and fell outwardly. Fortunately the glass struck him flat, and did not cut him; but he acknowledges that he thought the whole front of the building was coming down, and was very thoroughly scared. Indeed, the number of people who were thoroughly scared during the storm was nearly as large as the whole population of the section through which it passed. Mr. Bottomley's family had a very narrow escape. Their resi fence is immediately east of the Methodist Episcopal Church, and before the building fell they saw it swaying, and ran to the barn, which they reached just as it came down. Fortunately the debris fell mostly in the yard just west of Bottomley's house, which was not greatly damaged. Mrs. P. B. Sanburn was driving a horse and carriage on Military street, when a large tree blow over, striking the back part of the carriage with some of its smaller limbs, but doing no damage. At the Port Huron Marble Works on Butler street, a beautiful marble cross, worth \$125, which stood in the shop yard, was blown down and broken in three places. T. S. Goodman, the photographer, suffered some loss, his photograph stand being demolished and a portion of the large sky light torn from the roof of his gallery. At C. D. Horton's residence, a large number of shade trees were blown down or broken, and the orchard suffered severely, many trees being blown down which were loaded with green fruit. The roof of the blind factory of E. B. Taylor & Co., on River street, went off just as the workmen in the building were trying to prop it up. The loss was about \$250. At Brooks & Joslyn's mill, there was a swaying of timbers and flying of lumber that threatened destruction to life, limb and property, and a man named Line was struck by a piece of lumber and suffered the fracture of the small bone in one of his legs. One of the chimneys on the Second Ward school building was blown down, and made a hole through the roof. E. R. Seely lost several peach and cherry trees, and a chimney from his house.

The body of a two-seated buggy at Johnson & Figg's shop was carried about 100 feet and smashed into kindling wood. A large catalpa tree, the only one in the city, which grew on Dr. Mills' property, was blown down, and also the large elm tree which stood on the place for almost a century. A large and valuable wild cherry tree in front of the residence of C. G. Meisel, was blown across the front fence, and a large elm tree was twisted in two about ten feet above the ground. No very close estimate of the total loss in the city can be made, but it is thought \$25,000 will more than cover it.

The storm does not seem to have been severe in the northern part of Clyde, and did very little damage at Fort Gratiot. A few shade trees were blown down in the village, but no build



ings suffered to any considerable extent. On the Lapeer Plank, Harrington's elm grove was almost entirely demolished, the trees being twisted off and uprooted, and the barn on the Harrington place unroofed. On Mr. Linabury's five acre lot, some thirty or forty fruit trees were destroyed. On the Kendrick place, occupied by Jarvis, a barn built the previous year was lifted five feet off its foundation, and badly wrecked, and a new barn in process of construction was nearly demolished. The whole rear portion of Jacob Denlar's house was blown off. On William Atkins' place, a falling tree put out one of the eyes of a yearling colt, and broke its leg. Prosper La Duke's barn was moved eighteen inches and badly wrecked. On V. E. Crane's place, nine fruit and three shade trees were destroyed, a small out building was upset, the roof carried twenty rods away, and 100 rods of fence blown down and scattered. At Jacob Wakefield's place eight or nine shade trees were blown down, one of them striking a corner of the house and crushing it in. All the chimneys were blown off the Kimball House, at Wadhams, and a house occupied by Van Camp was unroofed. On the Wadhams farm, north of Black River, three barns were unroofed and 200 rods of fence scattered. On Frank Kinney's place, one barn was unroofed and another somewhat damaged. Barns belonging to Wilkie and Mrs. Slingerland were also unroofed. John B. Kendall, who resides in Fort Gratiot Township, related that he lost sixteen apple and two pear trees, loaded with fruit. He also had half a mile of fence blown down. His wheat was blown flat, but came up again all right for harvest. His oats crop was ruined. Corn was blown flat, but came up again all right. In Clyde barns belonging to Archie Campbell, James Bean and John Welton were unroofed, and a granary belonging to Daniel Merritt also lost its roof. Clark's cattle shed, in Fort Gratiot Township, was carried four feet off its foundation. In St. Clair Township, barns belonging to John Curry, Walter Hills and Nelson Mills, were unroofed, and a dwelling house in process of construction a mile north of St. Clair was destroyed. Frank Jackson and another man were caught in barn doors and seriously injured. Grain and fruit trees were blown down, torn up by the roots or stripped of fruit. Erastus Brewer, a laborer on the C. & L. H. R. R., on Section 3, was killed between Thornton and Emmett. He went with another man into a sugar bush near the road, and was struck by a falling tree. He lived at Thornton Station and left a wife and two children to mourn his loss.

The Catholic Church in Kenockee was unroofed. Barns and outhouses between Port Huron and Inlay City were nearly all damaged, many being either unroofed or blown down. At St. Clair, the roofs were blown off the house and barn of E. T. Solis, and scattered about his grain field, doing several hundred dollars' damage. A man named Stein was killed by a falling barn a few miles from St. Clair City. At Emmet, two barns were unroofed, and the smoke stack of the flouring mill was blown down. The roof of the house of Ennis Worth, near Thornton, was blown off. Mrs. Worth had an arm broken, and two children were reported killed. At Capac, a terrible storm, with a great fall of rain, hail and lightning, accompanied by a frightful gale was experienced. In the village the new Methodist Episcopal Church was blown down, the spire and belfry of the Union Church was blown off, about half of the town hall was leveled to the ground, and part of the livery stable unroofed. Allen's hotel barn, and also Caswell's were minus their roofs. At Walker's house, the lightning entered the roof, passing through the chamber floor, tearing off plaster and lath, and passed thence to the cellar. Half of the shade, ornamental and fruit trees were destroyed. Cavanaugh's stable and storehouse were completely destroyed. The brick walls of the new schoolhouse were blown down. Probably more than twenty dwellings were more or less injured, and about two-thirds of the houses deprived of chimneys. To the north the cheese factory and Downey's saw mill were unroofed, and a large wagon shop half a mile north was completely destroyed. The roof of Downey's barn was carried fifteen rods and thrown upon the kitchen, crushing it into a mass of ruins. Reports from parties further north state that barns and dwelling houses were down and unroofed. The wheat was badly broken, and in some places beaten into the soil. Fences and stacks were leveled to the ground. Such a storm never visited this section before; so says the "oldest inhabitant."

The storm of June 8, 1882, was phenomenal in many respects. First, there was a storm of wind, rain and electricity, that raged for an hour or two, and which, some hours later, was

followed by a cyclone. The wind was blowing briskly from the south, and not far to the north-west could be seen clouds darting back and forth as though contending for the mastery. Out of these contending forces was evolved the cyclone which swept to the southeast with increasing fury, leaving nothing but ruin and destruction in its track, uprooting orchards, and sweeping away houses, barns, fences, farming implements, sleighs, wagons, household furniture, bedding, etc., many things of considerable weight being carried for miles along the track. As it crossed the road one and a half miles north of Memphis, it licked up the mud and water, giving it the appearance of rising dust, and the shattered remnants of what were once houses or barns, were thrown by centrifugal force beyond the limit of its power, and many fields adorned with plank rafters and splintered boards. The individual losses and mishaps are as follows: Mr. Draper's orchard and barn and Daniel Cors' house and barn were destroyed. Cors, his wife and child, were in the house at the time it was wrenched from the foundation timbers, leaving the family on the basement floor, with no roof above, and with but little of their worldly effects spared to them. At Powell's farm, no great damage was done beyond sweeping away fences, killing a colt, and severely injuring a mare. At John Jeffers', the storm demolished things generally, and passed thence to a farm owned by the Dudley estate, wrecking the house and destroying the orchard. The next place in its pathway was George McGuffin's, whose house was unroofed, orchard one third destroyed, and barn totally demolished, one side or end of it being carried some rods to the northeast. Here the storm took up a heavy lumber wagon, carrying it twenty rods; the tongue running full length into the ground arrested the further progress of the front wheels, but not so with the hind wheels, for they were hurled off through the air into a neighbor's adjoining field, thirty rods or more still further on. The next man to suffer was Isaac Hall, whose house just escaped, but his orchard close by was ruined, hardly a tree left standing. The old gentleman with his grandson at the time being in his field below a ridge on which his orchard was situated, stopped to watch the approaching storm, and the intervening high ground hid its real character, else he might have readily saved himself by moving to the northward. As it was, the storm was upon them before they could realize their danger. The boy dropped down and was saved by clutching his hands into the turf, but the old gentleman was swept along the ground thirty feet, and he was found in an unconscious state, the flying debris having struck him on the head. The next man to grapple with the wind winged monster was Charles Mulay, Sr., who hastily gave orders to his family about arranging their positions in the house for safety, and then left to care for his horses. When the storm had passed, Mulay found he had been clinging to the only apple tree there was standing for some rods about, and looking in the direction of his house he discovered it a heap of ruins lying eighteen paces from where it stood, but fortunately no one of the eight inmates was seriously hurt. The next wreck was on the farm of Gavin, who had two barns completely demolished, and a third unroofed. His orchard was also much injured. No more buildings lay in the path of the storm, and its work of demolition, so far as we know, ended here. The width of the swath it mowed varied from thirty to eighty rods, and its direct velocity was variously estimated by those near it to be from twenty to one hundred miles an hour. Probably thirty miles per hour would be a high estimate. The center of the tract looked in places like the dry bed of a torrent which had passed, leaving behind the debris it could no longer carry.

The great comet of October, 1882, was the last and most remarkable planetary exhibition. On the nights of August 9, 10 and 11, showers of meteors were more or less abundant, according to the density of the cosmic cloud. The meteoric downfall is thus explained: The earth, traveling with a velocity of eighteen miles a second, plunges into a mass of cosmic atoms, whose velocity is increased by her attraction to thirty miles a second. The meteors impinge upon our atmosphere with this tremendous velocity, become vaporized by the concussion, and leave a train of luminous matter behind them when they fall. The ring of meteors was calculated to be nearly 11,000,000,000 miles in diameter, and 4,000,000 miles in breadth. In November, 1882, the great comet was visible. The transit of Venus was observed December 6, 1882.

#### BOTANY AND ZOOLOGY

The flora of St. Clair comprises almost all the orders known in the Northern States. Of the 130 orders represented in Merriam, fully 107 are common in the country bordering on the

Black River. The represented genera within this district are estimated at 370, comprising no less than 850 species. New and beautiful flowers are added annually to the pioneer garden beds of the valley; wild flowers appear and fade; many beautiful colors, well remembered by the old settlers, have disappeared within the last decade, and thus one of the most beautiful features of nature is undergoing marked changes.

The following paper, by Prof. W. J. Beal, of Lansing, deals in detail with the flora of Michigan:

"As might be expected from the uniform surface of the Lower Peninsula, the flora is much alike throughout. The sandy and stony drift of many river valleys in the Lower Peninsula supports a heavy growth of oak, frequently interspersed with black walnut, hickory and white ash, while the margins of the streams and neighboring swamps abound in soft maples, swamp and chestnut oak, black ash, elm, hackberry, sycamore and butternut. Willows, dogwoods, viburnums and buttonbush are common shrubs in swamps, and hazel, hawthorn, wild cherry and plum, Juneberry and witch-hazel are abundant on the drier ground.

"On the uplands and away from the streams, clay loam and a black soil supersede the sands and gravels of the valleys. The prevailing timber here is beech and maple and oak in about equal proportions. Beech and sugar maple generally grow together, forming magnificent forests of great extent. Tamarack is a valuable timber often found in the swamps of the southern part of the State. Farther north, arbor vite, often called white cedar, takes its place.

"Immense groves of large, straight, sound sugar maples abound in Grand Traverse County and eastward, also deep forests of hemlock and yellow birch, mixed with a tall growth of striped maple, having underneath a tangled growth of ground hemlock, and under all a carpet of *lycopodium* or club moss. In many places large tracts of upland, and swamps also, produce bushes bearing huckleberries in great abundance.

"In many portions of the State north of the central, large quantities of fine blackberries and raspberries are produced.

"The pine country proper lies between the two tracts described, and affords the leading lumber in the markets. There are two species, *Pinus strobus* (white or soft pine) and *P. resinosa* (red or Norway pine), which furnish all the pine lumber.

"In the remaining portion of this paper, I have gleaned freely from my report on the forests of Michigan at the centennial exposition, printed in the agricultural and pomological reports of our State in 1875.

"Hickory of three species of the best quality grows in the southern part of the State. Chestnut is found in the southeastern part, and grows well when planted in many other portions. The canoe birch is abundant northward; also arbor vite in the swamps. The latter is very valuable for telegraph poles and fence posts.

"Red cedar in limited quantity is found about lakes and along streams. With cultivation it grows quite rapidly. The most common trees of the State are beech and sugar maple. They are all over the Southern Peninsula on what is known as timbered land. Much of the wood of sugar maple northward is curly or bird's-eye." It is very useful for furniture and certain parts of railway coaches. Large quantities are exported. The white oak is another valuable tree, found in great abundance and perfection in most parts of the Southern Peninsula. It disappears as we reach the pine to the north.

"White ash is also widely distributed, of excellent quality, and stands without a rival for farm implements, for cabinet ware, oars, floors, and for finishing off churches and dwellings. It is remarkable for its elasticity, strength and beauty. It grows rapidly, and often becomes a large tree.

"Black walnut is becoming scarce in Michigan where it was once abundant. It is an indication of good land. Black cherry, the timber of which is red, is common, durable, and valuable. White pine has been referred to as affording all of our soft pine lumber.

"Rock or white elm, *Ulmus racemosa*, is abundant and a very valuable timber on account of its toughness.

"It is found in great perfection in the form of large, tall, straight trees in the central part of the Southern Peninsula. It is now very extensively used in making many portions of farm



implements, railway cars, etc. Black ash is valuable, growing on bottom land, and is used for rails, hoops, baskets, and lumber for cabinet ware.

"Lumbering has, in many portions of the State, been slovenly and wastefully carried on. Much loss has been received from forest fires. Hereafter, greater economy will doubtless attend the business of lumbering.

"High trees are found in some congenial spots which are a little lower than the surrounding surface. At Clam Lake, an old lumberman assured me that he could furnish spars of pine 175 feet long and not over two feet through at the butt. He had cut them 200 feet long."

The following table shows the locality of some of these trees:

COMMON NAME.	DIAMETER.	COUNTY.
White ash .....	5 feet.....	Allegan.
Black ash .....	3 feet 11 inches.....	Wayne.
Yellow birch .....	3 feet 6 inches.....	Sandus.
Black Cherry.....	7 feet 6 inches.....	Oakland.
Buttonwood .....	8 feet 6 inches.....	Lenawee.
Buttonwood.....	8 feet 10 inches.....	Ionla.
Buttonwood .....	11 feet.....	Kent.
Black walnut.....	9 feet 6 inches.....	Hillsdale.
Black walnut .....	11 feet.....	Allegan.
Balsam poplar .....	3 feet 7 inches.....	Oakland.
Butternut .....	3 feet 9 inches.....	Saginaw.
Cottonwood.....	6 feet.....	Kent.
Cottonwood .....	10 feet.....	
American elm.....	8 feet.....	Manistee.
Grapevine .....	10 inches.....	Lenawee.
Hickory.....	3 feet.....	Calhoun.
Honey locust.....	2 feet.....	Lenawee.
Hemlock spruce.....	5 feet.....	Allegan.
Ironwood .....	19 inches.....	Allegan.
Sugar maple.....	6 feet.....	Otsego.
Mulberry.....	1 foot four inches.....	Wayne.
White oak.....	5 feet.....	Allegan.
White oak.....	7 feet.....	Barry.
White oak.....	8 feet 4 inches.....	
Swamp oak.....	7 feet 8 inches.....	Wayne.
White pine.....	6½ feet.....	Grand Traverse.
Red cedar .....	3 feet.....	Ionla.
Sassafras.....	4 feet 4 inches.....	Allegan.
Tamarack.....	3 feet.....	Ingham.
White cedar.....	4 feet.....	
White cedar.....	5 feet.....	Grand Traverse.
Tulip tree.....	6 feet.....	Ingham.
Tulip tree.....	6 feet.....	Monroe.
Pear tree.....	3½ feet.....	Monroe.
Weeping willow.....	4 feet 6 inches.....	Lenawee.

For lack of accurate records, no doubt we have not given the measurements of the largest trees. In Oakland county, a tulip tree furnished 5,050 feet of lumber. On the Muskegon a white pine scaled nearly 9,000 feet.

Great Britain has about ten species of trees which are natives of her soil. Michigan, with much less territory, has about ninety species, nine times as great a variety. Michigan has six species of maple of tree size, a basswood, a whitewood, honey locust, Kentucky coffee tree, two cherries, a pepperidge, five ashes, a sassafras, three elms, a hackberry, a mulberry, a buttonwood, black walnut, butternut, six hickories, about twelve oaks, a chestnut, a beech, five tree birches, one larch, one arbor vite, and a red cedar. The flora of Michigan contains 1,634 species (and probably more will be found) including 165 trees and shrubs. At least 40 of the trees and shrubs are worthy of cultivation for ornament.

In the tropics of South America, we should find 6,000 species on a territory where we should find 60 species in Michigan. In the tropics, a forest is seldom seen to compare with the grandeur of a forest of our white pines. The mixture of evergreens and deciduous leaved

trees, the shrubs, the autumn tints, the streams, the hills and valleys, our beautiful lakes, with the different seasons of the year and different phases of the weather, lend a perpetual charm and freshness to our Michigan woodlands.

There are 139 species of grasses indigenous to Michigan and 176 species of sedges. The latter are often mistaken for grasses by those who are not botanists. Many of these on plains and in marshes, afford excellent pasture and hay for use by the pioneer. The State is remarkable for the excellent quality of its meadows and pastures, which are seen in the older portions. These are made up of several wild and introduced species, the number of which can no doubt be largely increased with greater profit to the farmer.

While we have a good variety which are abundant enough for the scientist, and some kinds more abundant than is desired by farmers and fruit-growers, yet injurious insects are by no means so numerous as they are farther west and south. Entomologists assure us that we need have no fears of chintz bugs or the Rocky Mountain locust. The army worm is very seldom troublesome, and then only in limited localities.

#### FOSSILS.

The fossil remains found in connection with the rocks of this county, and particularly evident in the limestone strata, comprise the *Lithostrotion mamillare*, the *L. longiconicum*, the *Cyathophyllum fungitus*, and the *Syringopora*, all belonging to the polypi class. The only evidence of the Echinodermata is furnished by the remains of common species. The Bryozoa class is represented in this limestone by no less than seven species; the Brachiopoda by eighteen species; the Lamellibranchiata by six species; the Trilobites by two very distinct species, each showing the tails. The remains of fish and reptiles are found to be very common. Human remains are unknown at present to exist in the conformations examined in St. Clair.

#### ZOOLOGICAL.

The changes wrought by time have, as it were, lightened the task of dealing with the zoology of this county. All the great animals of the wilderness known to the pioneers have ceased long years ago to make their home in St. Clair. The remains of the pre-historic animals are hidden beneath the conformations of ages; the millions of reptiles which preceded and lived through the *long summer*, lie buried hundreds of fathoms down.

#### BIRDS.

All that is left to remind us of uncultivated nature, are the beautiful birds which visit the county periodically, or make it their home. Of these feathered citizens, there are about 250 species known to the people of this county—a large number have been seen only at long intervals; others have been seen once and disappeared, such as the summer red bird. The Connecticut warbler is one of the most recent settlers, and evidently, one which shows a disposition to make the county her home. Others have settled here since the county was organized, while others still date their advent away in the long past. In the following pages an effort is made to deal with the feathered tribe:

The robin, or *Turdus migratorius*, is a resident during spring and autumn, and even throughout such winters as that of 1881-82.

The wood-thrush, or *Turdus mustelinus* is a common summer bird. The hermit thrush has been found breeding here during the spring and fall, and is accompanied by the olive-breaked thrush. Wilson's thrush visits the county in the spring, and sometimes builds its nest here. The thrasher, or brown-thrush, resides with us during the summer months. The cat birds come in large numbers during the summer, and build their nests here. All these birds hover round orchards, barnyards, willow-thickets, berry bushes, and brush heaps, both in the villages and in the country.

The blue-gray gnatcatcher is a common summer resident. The ruby crowned kinglet is a spring and fall visitor, going south in winter. The golden-crowned kinglet is found everywhere during the spring and autumn months. All these birds seek a home here for a great portion of the year, and create the envy of the other families by the beautiful nests which they build in

the groves and forest patches of the county. The eggs of these birds are three eighths of an inch long, white in color, speckled, and dashed with amber and blue. The blue bird is found everywhere during spring, summer and autumn. It nests in decaying trees, fence posts, and feeds upon worms, grasshoppers, spiders and berries. The white bellied nuthatch is another common resident, though originally a Carolinian. The red bellied hatch comes here from Canada to spend the spring, summer and fall, returning to that cold land in winter. These birds nest in the holes of trees, and feed upon spiders, ants, insects' eggs and seeds. The titmouse, or black-capped chickadee nests in the woods during fine weather, and comes into the village to spend the winter. It thankfully receives all the crumbs which may fall in its path. The brown creeper is the only representative of the family *Certhiidae* in this county. It dwells here the year round, finding a storehouse in the forest to lay up animal and vegetable food in the shape of insects and seeds. The wren family, or *Troglodytidae*, has six representatives in the county. The Carolina wren, though a straggler, is well known.

Bewick's wren, or *Thryothorus bewickii*, appeared here for the first time very recently. His advance from the South was gradual.

The house wren, or *Troglodytes aedon*, is found in large numbers in the central townships of the county.

The winter wren is a well known visitor, sometimes spending the winter in the valley. He is known by the telling title *Anorthura troglodytes*.

The long-billed marsh wren, or *Telmatodytes palustris*, builds a suspended nest among the marsh-reeds or in sand grass. There he remains during the summer and then migrates.

The short-billed wren prefers meadow land and builds a large nest in a secure place. This family of miniature birds feeds upon insects, grasshoppers, snails, moths and other delicacies.

The Family *Sylviolidae* comprises no less than thirty-three representatives in this county. The black and white creeper nests beside a fallen tree; the blue yellow-winged warbler in the tree-tops of swamps and heavily timbered land. The blue-winged yellow warbler is a rare visitor. The blue, golden-winged warbler remains here during summer and breeds in low, damp woodland.

The Nashville warbler, orange-crowned warbler, Tennessee warbler, yellow warbler, black-throated green warbler, blue warbler, Blackburnian, yellow rumped, black poll, bay breasted, chestnut-sided, black and yellow, Cape May, prairie, yellow-throated, Kirtland's yellow red-poll, pine creeper and perhaps two or three other species of the warbler family, are well known visitors.

The water thrush, short and long billed, and the redstart belong to the family, and are common here.

The Connecticut warbler, a stranger here until 1881, the Maryland yellow-throat, the mourning, the hooded fly catcher, black capped fly catcher, Canada fly catcher, all favorite warblers, are beginning to make the county their home.

This is the second family in importance among the birds of North America. Their food consists chiefly of insects, varied with fruit and berries. They peep into crevices, scrutinize the abodes of the insect world and never suffer from want. This family is the scourge of the orchard and oftentimes destroys fruit fields of great value.

The horned lark, or *Eremophila alpestris*, is a winter dweller here and nests during the close of the cold season. There is another species of the horned lark, which leaves on the approach of winter. Both build their nests on the ground, breed in April, and play around the farm yard or over gravelly soil.

The titlark belongs to the family *Molacillida*. They flock hither in tens of thousands during spring and often remain until fall.

The scarlet tanager, or *Pyrranga rubra*, is a common visitor. The summer red-bird hitherto referred to as a recent explorer of the North, is very rarely seen here.

The Bohemian wax-wing, or *Ampelis garrulus*, is a recent and rare visitor. The cherry bird, or Carolina wax wing, breeds here in August and September. They feed upon apples, cherries and berries, but are not numerous enough to cause any great anxiety to the pomologist.



The Family *Hirundinidae* comprises the barn swallow, the white bellied swallow, the eave swallow, the sand swallow and the purple martin. These birds destroy myriads of winged insects, and make them their principal food. The swallow, though not so showy as her gaudy neighbors, confers more real benefit upon the people than any other member of the bird tribe.

The Family *Vireonidae* comprises the red-eyed vireo, brotherly-love vireo, or *Vireo philadelphicus*, warbling vireo, yellow-throated vireo, solitary vireo and white-eyed vireo. They feed chiefly on insects, dwell in the forests, and seldom as they come to town, are in a hurry to return to their rustic homes.

The great northern shrike, or *Collurio borealis*, sometimes remains here to breed, but is not such a permanent settler as the loggerhead shrike which makes its home here the year round. The white rumped shrike is seen here during the summer months. They are very quarrelsome among themselves, and savage toward other birds. They impale their victims on thorns and leave them there until driven by hunger to eat them.

The Family *Corvidae* is becoming extinct, or at least, very uncommon here. During the present year the few which visited left suddenly, contrary to all precedent. These birds are omnivorous, and comprise among others the raven, crow and blue jay. Their evil ways are almost compensated for by their good qualities, and some are inclined to believe that the benefits they confer are far in excess of the damage they do.

The Family *Fringillidae* is the most extensive known in the States of the Union. It is graminivorous, except during the breeding season, when it feeds itself and young on insects. The rose-breasted grosbeak is the only member of the family which feeds upon the potato bug. The white-crowned sparrow's food is the grape-vine flea beetle; the fox-sparrow and the chewink search out hybernating insects and snails; the English sparrow, a recent immigrant, feeds on seeds; the purple finch and crossbills feed on oily seeds and the seeds of pine cones.

The names of the varied representatives of this tribe, are: The pine grosbeak, purple finch, white-winged crossbill, red crossbill, red-poll linnet, mealy red-poll, pine linnet, goldfinch, snow bunting, Lapland longspur, Savanna sparrow, bay-winged bunting, yellow-winged sparrow, Henslow's, Lincoln's, swamp, song, chipping, field, clay-colored, white-throated, white-crowned, fox, and English sparrows. The latter bird was introduced here in 1873-74. The blue-bird, martin, swallow, and other sparrows have to fly before the approach of their legions. The lark, finch, black-throated bunting, rose-breasted grosbeak, the indigo bird and the Towhee bunting, or chewink, are not so destructive as the English sparrow: they have their uses; but it is likely that when the people realize the importance of the destruction of the imported sparrow the whole family will fall with that branch.

The Family *Icteridae*.—The bobolink, cow-bird, red-winged black-bird, meadow lark, rusty grackle, crow black-bird, Baltimore and orchard orioles belong to this family. The cow-bird destroys the eggs and young of stranger birds. The oriole feeds on hairy caterpillars during the season of breeding; this bird is of service in the orchard, and for this service she accepts the first small fruits and other luxuries of the garden. The other members of the family may be termed gregarious: they feed on the seeds of weeds, oats, wheat, corn, and on flies and insects.

The *Tyrannidae* Family subsist almost altogether on flies, which they pursue and capture in the most open places. The pewee and king bird pursue their victim in the light of day, and even should it escape for a time, it eventually falls before the lance of its pursurer. The family comprises the king bird, wood pewee, phoebe bird, together with a half dozen fly-catchers, variously named.

The *Caprimulgidae* Family comprises the whippoorwill, or *Antrostomus vociferus*, which is a common summer resident here, and the night-hawk, another well-known summer bird. They are given to "jay-hawking," and select the night for seeking their prey. Then thousands of grasshoppers, moths, beetles, winged insects and flies become their prey. The chimney swallow captures its prey upon the wing in a similar manner; but it belongs to the *Cypselidae* family.

The *Alcedinidae*.—The only representative of this family in the county is said to be the belted king-fisher, which comes here in summer to spend the fishing season. If it does not at

once succeed in catching one of the finny tribe, it is capable of abstaining until success crowns its efforts.

The *Trochilidae*.—This family is well represented here by the humming bird. This is an animated cluster of emeralds and rubies, which comes to delight the people in May, and continues with them until September.

The only member of the *Cuculidae* residing here during the summer months is the black-billed cuckoo, which comes to visit the woods and orchards of the State in the middle of June, and remains until harvest time.

The *Picidae* Family, as represented here, is composed of seven species of woodpecker, known as the downy, the hairy, the Arctic black back, the yellow-bellied, red-bellied, red-headed, and golden-winged. The family subsist on timber insects, fruit, berries and green corn. The yellow-bellied woodpecker is very destructive to apple trees; he sucks the sap of trees in some parts of the Union, but owing to the length of winter in Northeastern Michigan, he has no time to do much mischief here.

The *Strigidae* Family comprises the barn owl, great horned owl, long-eared owl, short-eared owl, snow owl, hawk owl, sparrow owl and Acadian owl. A few of these are very common residents here; the last named is an immigrant which settled here in 1879. All form the nocturnal branch of the raptorial species, and select for their prey rats, mice, fish, frogs, chickens, birds of all kinds, and sometimes young pigs. They have their uses.

The *Falconidae* Family is comparatively extensive, and is fully represented here. It includes the marsh hawk, white-tailed kite, sharp-shinned hawk, goshawk, Cooper's hawk, pigeon hawk, sparrow hawk, red-tailed hawk, red-shouldered hawk, broad-winged hawk, Swainson's hawk, rough-legged hawk, the fish hawk, and the bald eagle. They are birds of prey that select day time for carrying on their operations. The fish hawk will eat only fish. The bald eagle's favorite food is carrion and fish. When his taste leans toward fish, he generally makes a descent upon the fish-hawk.

The turkey buzzard, or *Cathartes aura*, is common in the county during July and August. They are entirely carnivorous, and come here after the period of incubation has been passed in the Southern States.

The Family *Meleagridae* is represented here by the wild turkey. This bird was well known here in olden times, but has now almost ceased to be a resident.

The Family *Tetraonidae* is peculiarly one of game birds. It includes the partridge or ruffed grouse, the quail and the prairie chicken. The quail is a common resident of the county, and appears to attain its greatest size here. These birds subsist on the various grains, seeds, berries, buds, grapes and chestnuts. They form a family of large and beautiful birds, but incapable of being thoroughly domesticated.

The Family *Columbidae* includes the wild pigeon and Carolina dove. The latter resides here during the greater portion of the year. The pigeon is thoroughly granivorous in its tastes, and in this respect differs from the family *Tetraonidae*.

The Family *Phalaropodidae* comprises the northern phalarope and Wilson's phalarope, two migrants which build their nests here at long intervals.

The Family *Charadriidae*, or the plover tribe, is represented here by the killdeer, semi-palmated piping, golden and black-bellied plovers. They feed upon mollusks, water insects, grasshoppers, beetles, etc. This family is inferior in size to its European kindred.

The Family *Ardeidae* includes the great bittern or Indian hen, the little bittern, the great blue, great white, green and night herons. These birds are summer residents, with the exception of the night heron, which dwells here the year round.

The Family *Gruidae*, represented here by the sandhill crane and the whooping crane. Neither of these birds breeds here, and they may be set down as common stragglers or "tramps."

The Family *Colymbidae* is very small. Only two representatives are found here, viz., the common loon, well known for many years, and the black-throated loon, a recent visitor. To form an idea of the quickness of this apparently unwieldy bird, one must make an attempt to capture him alive or even shoot him. During travels in the Northwest, 1879-80, the writer

found three specimens of the family living quietly in a lakeside nest, and left them undisturbed. The *Rail* tribe is comparatively well known here. It includes the Carolina and Virginia rails; the Florida *gullinule* and the *coot*, all common summer birds. The rare summer visitors of the tribe comprise the black, yellow, king, and clapper rails.

The grebe tribe or Family *Podicipidae*, comprises the horned grebe, the pied-billed grebe, as common residents; and the red-necked, and red-eared grebe which come here at intervals.

The Family *Anatida* is perhaps the best known and most useful of the feathered race. It comprises the goose, duck, widgeon, teal and merganser. The birds of the tribe common to the county are the brandt and Canada goose, the mallard, black, pin-tail, gadwall, wood, big black-head, little black-head, ring-necked, poachard, canvas-backed, golden-eye, butter-ball, long-tailed, Labrador, ruddy and fish ducks, the red-breasted merganser, the hooded merganser, American widgeon, green-winged teal, blue-winged teal, and the shoveller teal.

The Family *Scelopacidae* includes the woodcock, American snipe, red-breasted snipe, upland plover, long billed curlew, stilt sandpiper, semipalmated, least, pectoral and red-backed sandpipers, Willst. greater yellow-legs, lesser yellow-legs and solitary, spotted and buff-breasted sandpipers. All these birds are common here. They are all "waders," and subsist on aquatic insects, grasshoppers, mollusks, crustaceans, etc.

The *Larida* Family comprises all the terns and gulls known in the temperate zone of our continent. The birds of the tribe common to St. Clair County, are the herring gull, the ringed-billed, the laughing and the Bonaparte gulls. The forktail gull is an uncommon visitor. The terns best known here include the Arctic, marsh, Forster's, Wilson's, the little and the black tern.

A man by the name of Conant speared a large eel in Sarnia Bay, May, 1852, the first of the kind, we are informed, ever caught in these waters. It was four feet in length, eight inches in circumference in the largest place, and weighed six pounds. The old French settlers, to whom it was exhibited, looked upon the eel with perfect astonishment, never having seen the like before.

#### MAMMALIA

Among the many papers on this subject presented to the writer, there is one specially applicable prepared by J. S. Tibbits. It does not mention the New York and brown bats, the shrew and moles which were once known here; yet it deals fully with the larger mammalia, known to the first settlers of the districts bordering on Lake St. Clair. The contributor states :

"Most of the wild animals common to the State were found in great numbers by the early settlers of this county, and the descendants of Nimrod and Esau found abundant material upon which to exercise their favorite pursuit. The animals mostly to be found here were the deer, bear, wolf, lynx, wild cat, fox, coon, badger, fisher, porcupine, woodchuck, rabbit, mink and weasel. The skunk and rat did not make their appearance in the rural districts for nearly ten years after the first settlements were made. They were both as great curiosities to me then as the mermaid would be now. My first experience with a skunk was a sad, though I think a profitable one. A neighbor, having an open cellar wall, ascertained one day that a skunk had taken refuge in the wall, and he offered me ten cents to kill and skin him. Being anxious to gratify my curiosity to see a skunk, and my ambition to earn an honest penny, I readily undertook the job. Ascertaining the locality of the animal, I proceeded with a sharpened stick to dislodge him. Getting down on my knees, I peered into the hole and gave him a sharp punch with my stick. He immediately resorted to his usual mode of defense, and discharged a full battery square in my face. I retreated in good order, though in very bad odor, and have wisely concluded ever since to let every man skin his own skunks.

"The birds common in these early days were the eagle, hawk, turkey-buzzard, raven, owl, crane, turkey, partridge, duck, wild goose and a variety of the smaller birds. The crow, like the skunk and rat, did not make its appearance till a number of years after the first settlements were made. The turkey-buzzard, so common in those early days, is seldom or never seen now. This bird resembles the wild turkey more nearly than any other bird, though by no means so large. It is not a bird of prey, but, like the raven, lives on carrion. It is a powerful bird on the wing, and soars to great heights, sailing seemingly for hours without a movement of the



wings. The quills are very valuable for writing purposes, and the possession of one was considered a treasure, inasmuch as with careful usage one would last through a school term of three or four months.

"The wild turkey was very common, and vast flocks of several hundred were frequently to be met with. The usual mode of hunting them was for two or three persons to proceed cautiously through the woods till they came upon a flock, then suddenly fire at random amongst them, the object being to scatter them in all directions. When thus scattered, they will invariably return to the same spot to get together again, the old ones coming first to call their young together. The hunters, hid in some secluded place, with their "turkey calls" ready for use, would wait patiently for the return of the old birds. These turkey calls consist of the hollow bone of the turkey's wing, and, in the mouth of an experienced hunter, can be made to exactly imitate the piping sound of the mother bird when calling her brood together. Soon the maternal notes of the old birds are heard, and the hunters respond with their "calls," luring them on to certain destruction. After the old birds are killed, the young ones fall an easy prey to the unerring aim of the skillful marksman. The flesh of the wild turkey is esteemed a great luxury, and one of the most delicious meals I think I ever ate was made from steak cut from the breast of a young turkey, fried in butter, and partaken after a hard day's hunt, in which a companion and myself killed seven large, fine birds.

"The wild turkey is sometimes caught in pens made of poles, some five or six feet in height, and covered over the top to prevent their escape. A covered passage way is made under the pen large enough for the turkeys to crawl through. Corn or other grain is scattered in the passage way and inside the pen. The unsuspecting birds, seeing the grain, commence picking it up, and thus one after another crawls through the hole into the open pen. 'Once in, forever in,' for they never think of putting their heads down to crawl out again.

"Deer were also very abundant, and scarcely a day passed but more or less of them were seen in and about the clearings. But little skill was required in killing them, the principal qualification being a steady nerve. During the hot days in the summer, when the mosquitoes and gnats were troublesome, the deer would resort to the streams and ponds of water during the night to get rid of their tormentors. Here they would fall an easy prey to the hunter, who, in his canoe, with a torch at the bow, would row noiselessly about. The deer, seeing the light, would remain as it were entranced, presenting to the unerring aim of the hunter two small bright globes of light, between which the fatal bullet was sure to be lodged. Another mode of hunting the deer, which frequently occasioned rare sport, was by watching for them on their run-ways, and shooting them down as they passed. One or two persons were stationed on the run-way, while others with the hounds would scour the woods to scare up the deer. Whenever one was started, it would invariably make for the run-way, the hounds and the men or boys following in hot pursuit. Rarely, indeed, was it the case that he was successful in running the gauntlet, but usually fell a victim to his ruthless pursuers. A laughable incident occurred at one of these hunts, which is too good to be passed by unnoticed. A young man came on from an Eastern city to visit his country cousins at the West. Having never seen a deer, and being very anxious to engage in a hunt before his return, it was soon arranged to have one. Proceeding to the forest, the young man was stationed on the run-way, with strict instructions to shoot the deer when he passed. The boys, with their hounds and guns, commenced scouring the woods. Soon the deep baying of the hounds was heard, denoting that the game had been started. Nearer and nearer came the pursuer and the pursued. Suddenly a fine buck made his appearance, with his noble antlers laid back upon his shoulders, and his white tail aloft in the air. On he sped past the affrighted youth, who stood with his rifle cocked, his eyes and mouth wide open, the embodiment of wonder and astonishment. Hard upon the heels of the deer came the dogs, and soon the boys, who, seeing their cousin in this ludicrous situation, asked in amazement, 'Why he did not shoot the buck!' 'Buck!' said he, 'I haven't seen any buck. I only saw the d---l coming down the hill with a rocking chair on his head, and his white handkerchief sticking out behind.' Wolves and bears were more numerous than agreeable. They were very destructive to the few flocks of sheep and herds of swine then in the county. They were caught in traps and in dead falls, and sometimes wolves were inveigled

into the folds with the sheep, and captured in that way. A large pen was made of poles, and so constructed that it was narrowed up at the top, leaving an opening only a few feet square. This afforded an easy ingress to the hungry wolf, but an effectual barrier to his escape. He would thus be found in the morning, having done no harm, and looking very sheepish indeed.

A novel mode of trapping the bear was sometimes adopted which proved successful. A hollow tree was selected into which a hole was cut of a triangular shape, with the acute angle at the lower side. The hole was made some seven or eight feet from the ground, and just large enough for bruin to squeeze his head through. Inside of the tree, some two or three feet below the hole, was suspended a piece of meat. The bear, scenting the food, would climb up the tree, and, in his efforts to get at the meat, would get hung in the acute angle of the hole, from which it was impossible to extricate himself.

"Occasionally a lynx was seen in the swamps in the western part of the county, but they were extremely shy, and it was rare indeed that one was killed. The porcupine was more common; and they proved very troublesome to the hunters' dogs, which would frequently return from the chase at night with their mouths full of their sharp quills. It is supposed by many that the hedgehog and porcupine are identical, but this is a mistake. The only point of resemblance is in their coat of armor, which consists of long, sharp-pointed quills. Whenever these animals are attacked, they double themselves up into a ball, and thus present a formidable defense. Their quills are easily detached, but I think it is a mistaken idea that they have the power of throwing off their quills, as some suppose. The hedgehog is a native of the old world, is small in size, and carnivorous; whereas the porcupine is a native of the new world, is about the size of the woodchuck, and lives on roots, vegetables and wild fruits. The badger and the fisher were occasionally seen, but they were by no means common. Most of these wild animals, like the aborigines of the country, have receded before the march of civilization and improvement, and but few of them can now be found within the limits of the county."

A soft shell turtle was caught in the Belle River District in the summer of 1881. It has been said that a few of these creatures were seen in St. Clair County previously, but this of 1881 is the first of which there is any record.

#### RELATIONSHIP OF BIRDS AND REPTILES.

We have now passed in review various remarkable forms, separated by an immeasurable distance from each other, and forms which have so mingled the characters of both as to present great difficulties to their being included among the members of either group. Starting from the groveling crocodile, we have seen that there existed gigantic crocodile-like forms; such as the giant-lizard and the iguanodon, that walked, sometimes at least, on their hind limbs; others, like the long-necked, long-tailed compsognathus, from the Solenhofen states, that hopped on the ground after the manner of a bird; then "flying dragons," with bird-like brain and bones, that cleft the air with their twenty-foot expanse of wing; next undoubted birds, with toothed bills, the one with reptilian vertebrae, the other, with a beaver-like tail; while, last of all, omitting the imperfectly-known Sheppey fossil, the feathered archæopterox, whose twenty caudal segments bar its entrance to every existing family of birds.

Without by any means asserting—what is not only far from being ascertained fact, but is, indeed, very improbable: for we are not in a position to state that they appeared on the earth intermediately between the two groups—that these forms are the direct terms in the series of progressions from reptiles to birds, we can, in their intelligent contemplation, without overstraining the imagination or violating our reason, picture still more modified forms wherein the reptilian and the aviarian types would so harmoniously blend that we should find it impossible to say, "At this point the line between reptiles and birds must be drawn." There can be no reasonable doubt but that the remains, which only through the circumstance of a happy burial have been preserved to us from the second great era of the world's history till now, are no more than a very few examples, with many a blank between, of the fauna which have lived and died, whose tombs no man knoweth.

## THE INDIANS.

THE Indians having no literature, and of course no written history of their own have a remembrance of events more clear and distinct than those who depend upon the written or printed page for their preservation. And any one who has never given the subject attention would be surprised to see how long a time can be covered by tradition, through a single intervening witness between the occurrence and the one relating the incident. To illustrate this point, a man who lost his arm at the storming of Quebec, 1759, repeated the story of that conflict in 1839, the old soldier being ninety-nine years of age. Now should the boy who heard the story live to be ninety and tell it to another of ten, he living eighty years afterward and repeating the tale from one who got it from the man participating in the event, it would be 240 years after the battle, with a single intervening witness. Now the Indians have a language quite complete in words representing natural objects and describing events and names of places, although deficient in terms to describe mechanical works, arts or science, or any of the concomitants of civilization; and their traditions must have a certain amount of value to the historian, and a few of them will be here presented. The name Otchipwe, which the English tongue has transformed into Chippewa, signifies, "the dwellers in a contracted place," evidently applied to these people during their long residence at the foot of Lake Superior, or "Le Sault de St. Marie." It is supposed that this tribe, coming from the northern part of the New England States, struck the great lakes on the north of Lake Ontario, following along Lake Erie, without having touched Niagara Falls, as they make no mention of that, and via the coast of Lake St. Clair and Lake Huron to Mackinaw, or Mee-she-mee-ke-nak the "Great Turtle," as they called the island of Mackinaw. The Oh-dah-wa (Ottawa) branch of the Odjibewa tribe took its course up Lake Michigan (Me-she-gane), the great lodge of the Great Turtle or "Manitou." The main body of the Odjibewas or Otchipwes must have lingered a long time around the shores of Georgian Bay and Lake Huron, until finally reaching the Sault St. Marie, having been in a more or less constant state of warfare on the journey, which must have been much slower than the children of Israel. The scene of their principal traditions is about this place and up to the head of Lake Superior, having gradually moved along the south shore, making frequent excursions down the Sautern or Chippewa River. Another branch, the "Bois Forts," of the Algonquins, as they were called by the English, whose native name was Sha-guan-da-gawin-eua, or "men living in thick undergrowth of timber," proceeded on the north of Lake Superior. Their bands had few warlike experiences compared to those south of the lake, who encountered the Mis-qua-kee, or Sacs, and the Oda-gah-mee, or Foxes, and gradually crowded their way, finally reaching the Apostle Islands. On one of them, Madiline, they located, not daring to locate on the main land for fear of the Dacotas or Sioux. These people were at that time in what might be called a flourishing condition. It was many generations ago. From the colony at Madiline Islands, many bands proceeded to Brule River, and thence down the St. Croix, while to the southeast they spread out to Saginaw and Lake Erie. The reasons for believing the Atlantic Coast the original home of this tribe, are the many names of Eastern landmarks referred to in their language, the affinity of the language itself to the Algonquin. These facts, together with the legends of the Ani-chi-na-be, or Odjib-wa, or Chippewa, lead us to believe in this account.

## THE OTCHIPWE INVASION

During the second decade of the sixteenth century, about the years 1519-20, the Otchipwes or Chippewas gained possession of the district from the mouth of the Kawkawlin to the river—now known as the Clinton—called by the French *Rivière aux Hurons*. At this time the great struggle for tribal supremacy took place, and the last Sauk warrior fell before the advancing Chippewas in the valley of the Saginaw. Throughout all this district, particularly along its rivers and streams, may be found mounds filled with human bones, scattered round in all directions, showing, unmistakably, that they were cast together without regularity, and telling of fierce and sanguinary battles. So early as 1834, a few aged Indians resided on the shores of Lake Huron;



each of them was questioned regarding the ancient history of his nation, and each of them was not slow to relate the tradition of his tribe, so far as it related to the Chippewa conquest of Northern and Western Michigan. At length the old chief, Puttasamine, was interviewed in the presence of Peter Gruette, a half-breed, well known from Detroit to Mount Clemens, and westward still to Mackinac. Gruette acted as interpreter, and, as a result, the following valuable legendary sketch comes down to us: Puttasamine said the Sauks occupied the whole country, from Thunder Bay on the north to the head-waters of the Shiawassee, and from the mouth of Grand River to that of the Huron, north of Detroit. The rest of the country was occupied by the Pottawatomies, the Lake Superior country by the Ojibwas and Ottawas, the Menomonees round Green Bay, and the Sioux west of the Mississippi. The main village of the Sauk nation stood on the west side of the Saginaw River, near its mouth: and from that place were accustomed to rush forth to war with the Chippewas on the north and the Pottawatomies on the south, and also with other nations in Canada. At length a council was called, consisting of Ojibwas, Pottawatomies, Menomonees, Ottawas, and Six Nations of New York, which council assembled on the Island of Mackinac, and where it decided on a war of extermination. The chiefs summoned the warriors, a large army was organized, and, embarking in bark canoes, started down the west shore of Lake Huron. Arriving at Saginaw Bay, the warriors sailed over the waters by night, lay concealed during the day, and so continued their advance until they arrived at a place called Petobegong, about ten miles above the mouth of the Saginaw River. There they disembarked a portion of the army, while the main division crossed the Bay, and made a landing on the east bank of the estuary of the Saginaw, in the night. Next morning, both divisions started up the river so as to attack the eastern and western towns at the same time. The warriors on the west bank attacked the main village, surprised the inhabitants, and massacred almost every man, woman, and child to be found there—the few survivors escaping across the river to another village, which occupied the site of Portsmouth.

The eastern division of the allies came up to the village, which then occupied the site of Bay City, where a desperate battle was fought. Notwithstanding the favorable position held by the Sauks, they were defeated and great numbers slain, the survivors retreating, some into the eastern wilderness, others seeking refuge on Skull Island. Here the refugees considered themselves safe, as the enemy did not appear to possess any canoes; but the season offered the invader that which art denied, for on the next night, the ice was found sufficiently thick to warrant a crossing, which circumstance enabled the allies to advance on the island. Here nothing was left of the Sauks, save twelve women, and those who fled eastward to the river country. The victory was as decisive as it was bloody. The victors reviewed their forces and then divided, some proceeding up the Cass (formerly the Huron), and the Flint; others up the Shiawassee, Tittabawasink, and so spread over the land. The most important battles were fought against other tribes in the neighborhood of the Flint Bluffs, and eastward to Detroit; but of such Puttasamine could recount very little.

After the extermination of the Sauk warriors, the twelve women referred to remained for disposal, and, so important did they appear, that a council of the allies was held to decide their fate. Some were for torturing them to death; others recommended mercy; while others still argued that they should be sent west of the Mississippi. The last proposition was carried, and an arrangement made with the Sioux that no tribe should molest them; that they should be responsible for their protection. The Sioux warriors and women kept their promises faithfully.

The conquered country was divided among the allies, as a common hunting ground; but great numbers of them who engaged in the chase never returned, nor could any tidings of them be found, for which reason it became the settled opinion of the Indians that the spirits of their victims haunted the hunting grounds, and were killing off their warriors. In reality, the disappearance of many a warrior was due to the fact that a few Sauks, who had escaped the massacre, still lingered around the old and well-known hunting grounds, watching for the straggling conquerors, and slaying them whenever opportunity offered.

Tondogong, an Indian chief, who died in 1840 at a very advanced age, has left the record behind that, in his boyhood, about eighty years ago, he killed a Sauk. Even up to the year 1850, the old Indians of the northeastern counties of Michigan believed there was a solitary Sauk still to be seen in the forests of their land; they had seen the place where he had made his fires and slept. For days after such a discovery they would not leave their camp-grounds—"there is a Sauk in the woods, and they had seen where he built his fires and slept."

The close of the drama is within the history of our own times. We have seen the Ojibwas

in all their villages. The sixteenth century had not closed when this tribe boasted of power in number and intelligence; finally the Ojibwe language predominated, until at the present time it is spoken among Indians from the Arctic Circle south to latitude 40°. *Pattasaminar* or *Pattaquasamine*, born about the year 1729, stated that the tradition was related to him when a boy, by his grandfather, ninety years previous to 1834; and further that it had been handed down to his father from his ancestors, and it was a custom with him to repeat it often to his people, so that their tradition or history should not be lost.

#### THE MIAMIS AND POTTAWATOMIES

Western Ohio, Southern Michigan and the country now comprised in the State of Indiana, were once in possession of the Miamis, one of the branches of the powerful Algonquin tribe, that interposed between the tribes of the Six Nations of the northern lake shores and the Mobilian tribes of the Atlantic slopes. Their claim to this territory was proven in the great conclave at Greenville, Ohio, in 1795, immediately prior to entering into the treaty. On that occasion, Machikinaqua, a chief and orator of the Miamis, addressing Gen. Wayne, said, "My forefather kindled the first fires at Detroit; thence he extended his lines from the head-waters of the Scioto River; thence to its mouth; thence down the Ohio to the mouth of the Wabash; thence to Chicago and Lake Michigan; these are the boundaries wherein the prints of my ancestors' houses are everywhere to be seen." Historians have acknowledged the truth and claim of the Miami chief, confirming many of his statements regarding other peoples inhabiting his territory. The Delaware Indians driven before the incoming European colonists; the Shawanoes from the south forced to move northward by the Aztecs of the southwest or the Mobilians of the southeast, and the Ojibwes and Pottawatomies of the northern regions. Lago, an Indian chief, referring to the immigration of the latter, maintained that a very long time since the Great Spirit sent upon the Pottawatomies a severe winter, and they came over the hard water of Lake Michigan and asked the privilege of hunting until spring; that the Miamis granted it; that they returned home in the spring, and the next winter came back, and would never return to Lake Superior again.

#### THE HURONS

This tribe of Indians was also called Wyandots. They were dispersed by the Iroquois in 1649. A fragment of the Hurons settled at Detroit in 1680. The phrase "*Quelles hures*" (what heads) was applied by an astonished French traveler to the Wyandots on seeing their fantastic mode of dressing the hair. From *hures* was derived *Huron*. After the departure of Jean Nicolet from their territory, now bounded south by Lambton County in Canada, and north by French River and Lake Nipissing, those savages were attacked by the bloodthirsty Iroquois, and driven to new hunting-grounds—some finding a home in Michigan, others in Wisconsin.

Early in the spring of 1712, a number of Foxes and Mascoutins encamped close to the fort at Detroit, holding the country along the St. Clair in check. This post was commanded by M. Dubuisson. His garrison numbered only thirty French soldiers. The Foxes and their allies, the Mascoutins, soon became insolent, calling themselves owners of all the country. It seems to have been a plan laid by them to burn the fort, but their purpose was communicated to the commandant by a friendly Fox. An express was immediately sent to the hunting grounds of the Ottawas and Hurons by Dubuisson for aid. The Chippewas and another tribe, upon the other side of the lake, were invited to join with him in defending his post. The commandant took such measures of defense as his limited force would permit. On the 13th of May, he was re-enforced by seven or eight Frenchmen. Happily other aid arrived—quite a number of Indians from various nations around, who, joining the Hurons, entered the fort to assist in defending it. This brought matters to a crisis, and firing commenced between the besiegers and the besieged. With undaunted courage, Dubuisson for nineteen days continued to defend his post. The assailants were finally obliged to retreat, their provisions becoming exhausted. Some of the Frenchmen, with the Indians, soon started in pursuit, overtaking the enemy near St. Clair, where they had erected intrenchments. They held their position for four days, fighting with much courage, when they were forced to surrender, receiving no quarters from the victors. All were killed except the women and children, whose lives were spared, and one hundred men who had been tied, but who escaped. There were a few Saes engaged in this attack on the fort, but more, perhaps, were fighting upon the other side. The Foxes were incensed rather than weakened by the seven loss they sustained near Detroit, and

their hostility continuing, not only against the French but the Indian tribes in alliance with them, caused a proposition to be brought forward by the Marquis de Vandreuil to commence a war of extermination against the Foxes. To this most of the friendly nations readily assented. A party of French troops was raised and put under the command of DeLouigny, a Lieutenant, who left Quebec in March, 1716. He ascended to Detroit in canoes, with all possible dispatch; there he received reinforcements, and thence urged his way to Mackinac, where "his presence inspired in all the Frenchmen and Indians a confidence which was a presage of victory." With a respectable force—said to have been eight hundred strong—DeLouigny entered Green Bay and ascended Fox River, to what point is now uncertain, when he encountered the enemy in a palisaded post, and won what was reported to be a decisive victory.

#### SUNDRY SKETCHES.

The Nippereineans, who are called the true Algonquins by old writers, resided at Lake Nipissing, while the Otchipwes resided on Superior, and at the Sault de Ste. Marie. Tradition states that these tribes came into collision with a tribe who were their predecessors on occupation of the lake region. This contest took place at Portagunassée, now Drummond's Island, and at Point de Tour, which resulted in the defeat of the aborigines. To those the Otchipwes gave the name *Maskodouinsing*, or people of the Little Prairie. Chuseo, the old Ottawa of Mackinac, states that this race were the bone cave builders of Menissing or Round Island, and also of the garden beds in the Grand River Valley, and are supposed to be identical with the Mascoutins. The traditions of the Saginaw Indians in 1821, and of Ishquagonabi, of Traverse Bay, seem to agree in this matter.

When the Wyandots of the St. Lawrence, in the middle of the seventeenth century, formed a close league with the French, and also with the Adirondacks or Algonquins, they were brought into violent hostilities with the New York Iroquois confederacy. This led to a perfect separation, which has ever since existed. The Wyandots asserted seniority in membership, and were certainly living at Hochelaga, now Montreal, when Cartier visited that place in 1534. Driven from the St. Lawrence by the confederates, they fled by the Ottawa River to Lake Huron, and thus became the means of giving their name to that lake, as the French gave them the name Huron, from the style in which they wore their hair. The Iroquois called the lake Coniatara.

The Wyandots, driven from the valley of the St. Lawrence up the Ottawa, and thence to Lake Huron about the middle of the seventeenth century, took shelter on Mackinac Island. There they cultivated large fields in the center of the island, which the French called *Les Grandes Jardins*. Hill and dale were cultivated; loose stones were gathered and piled up in heaps, and the island was their happy home. Ultimately they were driven from it by the Tiedonderaghie to Lake Superior. The Iroquois pursued them to St. Joseph's Island, where the Chippewas met the invaders. Again, above St. Mary's Falls—at Nadowegoning, *the place of Iroquois bones*—the Chippewas succeeded in driving the confederates back.

In 1634, two Jesuits, Breboeuf and Daniel, established a mission on Lake Huron among the Hurons, a party of whom they accompanied on returning from Quebec.

In 1641, Rev. Charles Raymbault arrived at the Sault de Ste. Marie, attended by some Hurons, and there he heard of the powerful Nadowesies, who lived eighteen days' journey westward. Subsequently the Huron country was invaded by the Mohawks, their villages as well as the Jesuit mission houses, burned, and the venerable fathers mentioned subjected to death. This failed to deter the Jesuits, and as a consequence their missions were established by other fathers at Keweenaw and Chegoimegon.

Bishop Laval, of Quebec, commissioned Pere Mesnard to preach to the Indians of Lake Superior and Green Bay. He reached St. Theresa's Bay, supposed to be Keweenaw Bay, where he remained eight months. Ultimately he wished to visit the Hurons of St. Michael's Island, and started for Chegoimegon Bay. At Keweenaw Portage he missed his attendant, who carried the canoe, and lost himself in the wilderness. In later years his cassock and breviary were found among the Sioux, and the traditions of the tribe say that the first white man who visited them was killed.

Pere Claude Allouez reached Lake Superior in September, 1665. He passed Keweenaw Bay, and October 1, 1665, arrived at La Pointe, in the bay of Chegoimegon—the old home of the Otchipwes. He remained on the south shore of Superior for two years. In 1667, he returned to Quebec, and two days after his arrival there, entered on his return journey, accompanied by Pere Louis Nicolas, to labor among his Indian friends from the Sault de Ste. Marie to the *Mississippi*.



Pere James Marquette and Claude Dablon arrived at Sault de Ste. Marie in 1668, where they established Ste. Mary's Mission. They visited the surrounding nations up to 1673. In 1669, Pere Marquette conceived the idea of exploring the Mississippi, and in 1673 entered on that duty in company with M. Louis Joliet.

#### THE CHIPPEWAS.

According to Bishop Baraga, and other lexicographers, the Otchipwes, of the great Algonquin race, were the inhabitants of the Lake Superior district from the beginning of the historic period. The name was first given to a band of Nipperceans, and ultimately was applied to all bands speaking the language of the Nipperceans, who subsequently were driven before the Iroquois to the Sault Ste. Marie. This dialect was the most refined of all the Indian tongues, and won the praise of the great students among the early French missionaries. The old chief village of the tribe was at Chegoimegon, now La Pointe, near the Apostle Islands. There, their principal chiefs—*Mudjেকেবিস*, *Wanbojug*, *Andaigweos*, and *Gitchee*, *Waiskee* ruled, and kept the fire of the tribe burning perpetually.

Long before the coming of the white man, there was a town at the mouth of the Menomonee River, governed by a great chief. In the interior were four Otchipwe towns governed also by a renowned chief.

The Menomonee chief ordered the river to be stopped at its mouth, so that the sturgeon could not go up the stream. This course resulted in a famine in the Otchipwe villages, which resulted in a war. The Menomonees had as allies, the Sioux, Pottawatomies, Kickapoos, Wabauakees, Winnebagoes, Opauaugoes and Shawnees, while the Otchipwes relied upon the valor of their chiefs and their own renown. This war raged from 1627 to 1650 without intermission. From that time to 1830, the memories of that sanguinary struggle were treasured by the children of the respective tribes. Even the venerable missionaries of the Catholic Church were unable to conciliate the enemies. Within our own times, in 1830, the factions renewed their war of hate, so that the United States Government had to interpose. The treaty of peace between the tribes was solemnly signed in 1857, since which time they have cast aside their discords.

In 1730, the number of Chippewas reported to the French Government was 5,000, exclusive of bands exalted to tribes. When a garrison and Indian agency were established at the Sault in 1822, there were 8,500 reported within the boundaries of that agency. In 1806, Pike reported an Otchipwe population of 12,000; the report to Committee on Indian Colonization in 1825, placed the number at 18,000 including Saginaws. In 1829, they numbered 15,000; in 1832, 9,420, and in 1850, 10,000.

#### DEATH OF THE INDIAN MEGISH.

At the beginning of the war of 1812, the Indians of the Shauawa family resided on Bear Creek, near the spot where John Riley shot James Harsen in 1810-11. The family circle claimed five strapping braves, brothers, among whom was Megish, the Britisher, who fell before the American charge at the battle of Lundy's Lane. Old squaw Megish often related the story of his death, always maintaining that her son got between the opposing whites, was fired upon by the Americans, and slain. Capt. Chesby Blake, one of the pioneer lake captains, was then mate of a brig lying at Newburyport, waiting an opportunity to run through the blockading British squadron. He was not afforded a chance, however, and so he, with his crew, joined the American troops, and was present at Lundy's Lane, with a division of Scott's brigade. In 1840, Blake came to Harsen's Island for the purpose of getting out choice lumber for one of the Newbury boats. On this occasion the O'Blake was the guest of Capt. John H. Stewart, of Harsen's Island. In conversation with Aura P. Stewart, he related the story of the death of an Indian at Lundy's Lane, saying, that as the two armies were approaching, and a little while before the action, an Indian was seen running swiftly between the opposing lines. The Captain of the company said: "Blake, can't you kill that Indian?" Blake fired, but without effect; reloading, he took steady aim, fired, and the fleeing savage was seen to leap upward, and then to fall dead. This undoubtedly was Megish, and his executioner was Capt. Blake.

#### DROWNING OF INDIAN REFUGEES.

At the outbreak of the war of 1812, the British Government secured the services of almost all the Indians from Detroit to Mackinac. A large number accompanied the British troops, and were present at the assault on Fort Sanilsky. The defense offered by the Americans under Capt. Crogan was so spirited and destructive, that the British made a hasty retreat toward Malden.

which caused a panic among their Indian allies, causing many of them to desert. Two large canoes burdened with Indian refugees were passing up the St. Clair in the night, and when near the Harsen homestead on Harsen Island, a thunder-storm burst upon them, upsetting one of the canoes, and casting sixteen warriors into the water. The night was very dark, so that those who succeeded in reaching the island shore, after much difficulty, shouted to their struggling brothers in the river. This shouting was continued until all who were not drowned reached the shore. To Mrs. Graveraet the howls of the savages were dreadful. In her anxiety, she seized her brother's infant, rolled it in a blanket, and was in the act of seeking shelter in a wood near by, when her brother prevailed upon her to stay. At dawn next morning, two birch canoes filled with Indians were seen to leave the opposite side of the river and approach the island. Twenty strapping warriors landed, and as they approached the whites saw that their faces were painted with charcoal. They looked very solemn; said they mourned lost friends; that they were induced to go to war by the British, who told them that the Kit-che mocomans (Long Knives) were great cowards and easily whipped; but they found the statement untrue. They stated that the Long Knives had killed a great many British at Lower Sandusky, and themselves had to retreat to save their lives. They described the bursting of the storm, the loss of two warriors by drowning, and advised Graveraet to leave quickly, as the Long Knives were coming.

#### CUM E-KUM-E-NON.

About the center of the eastern boundary of the town of Chesterfield, on the shore of Lake St. Clair, stood the Indian reservation, where resided for many years the chief of the tribes, Macompte, or Cum e-kum-e-non. This chief was well beloved by his nation; in fact, his voice was the oracle of his people, his nod the law of his empire. There was, however, in this region a king greater and mightier to destroy than he. This king still reigns, while the warrior of the Indians "sleeps the sleep that knows no waking." He was slain by this king, whose name is Alcohol. His death was a tragic one. It seems that Macompte had been paying a familiar visit to his bosom friend, the king, and had partaken too freely of the hospitality of his host. Toward evening, the chief went down to the river, and, with a precipitous rush, glided down its banks into the water and was drowned. In his suicidal intent, he passed the residence of Stockton and Clemens. The wife of the former gentleman heard the hurried tread of the unfortunate chief as he passed on to the river, and heard the splash when he struck the water. Mrs. Stockton's testimony was the only direct evidence that tended to convince the Indians that his melancholy death was voluntary—that he had not been murdered by the white man, as the ever-suspicious nature of the Indians led them to suppose. The event caused considerable excitement throughout the entire settlement. This reservation was located in the southeast part of the township of Chesterfield. The body was found the day after the suicide by John Tucker and the Indians. It was buried in the orchard of John Tucker, on P. C. 129, Harrison. It was wrapped in a blue broadcloth blanket, bound by silver brooches, while his hat was ornamented with silver bands. A string of sixteen silver crescents and silver arm bands completed the ornamentation of the dead chief's body. All that has been disturbed in connection with this grave is a small piece of the enwrapping blanket, taken as a curiosity by David Tucker about the year 1840-41. All stories of other interference are without foundation.

Old Macompte, father of Cum-e-kum-e-non and Francis, died about 1816, and was buried in the sand bank beyond New Baltimore. Two men—Van Eff and Beebe—visited the grave, exhumed a brass rifle, and eloped with the prize. Shortly after this, Francis Macompte and other Indians, who had gone West with Henry Tucker to select a reservation, returned to this point. The former found his father's grave tampered with; he discovered who were the actors in the affair, brought them before the court at Mount Clemens, where the matter was settled on payment of \$60.

Francis Macompte then became chief, with Truckatoe as sub-chief. The latter became dissatisfied about the Indian reserve, and moved with several members of the band to Lakeville about 1830. Next under him was Kanobe, said to be implicated in the abduction of the Finch child—a saying without any foundation whatever, beyond the fact that the Indian loved the boy, and seemed determined to adopt him. Those Indians were generally peaceful, and were present at almost all the *bees* of the olden time, not to labor by any means, but to run pony races and trade with the Americans.

## CHIEF WING.

Among the savages of 1812 were to be found a few so devoted to principle that neither English gold nor specious promises could draw them away from their fidelity to the Republic. The Indian chief, Wing, of Mackinaw, was one of the few. When the British and Indians took possession of the post, in 1812, Wing refused to aid them in any way, and influenced his band to such a degree that each member refused to take even a present of tobacco from the garrison. So marked was his fidelity that he selected eight powerful warriors to man his large canoe and without loss of time, paddled down the lake to Detroit to inform Hull of the capture of Mackinaw. For this act and his well-known attachment to the American cause, he became a great favorite in every American settlement, and was a welcome visitor to the Governor's house at Detroit, until age put an end to his travels.

Wau-he-ke-nish, an early visitor to the St. Clair, later of the Northwestern tribes, was a most ancient specimen of aboriginal senility. Formerly he was large and plump and had the reputation of being overbearing and insolent. One day, having made an assault on a white man, he was most unmercifully pounded, and, although he lived many years afterward, he never quite recovered. His hair was bleached, he was shriveled and wrinkled, and his form so doubled up that his appearance gave little suggestion that he was ever "big lugun me," as was his former boast. He claimed, in the most earnest way, to be one hundred and forty years of age, but this must have been an exaggeration, although he had a son who was called "Big Papoose," who was an old man. They are both dead now. The old man would surround a large ration up to the day of his death. His skull was secured and it measured but twenty inches around, and only twelve and one-half over the top from ear to ear.

Jake Batise, a Winnebago, was another character. In early years, he was an annual visitor to the Indians of Ira Township. He once got some kind of work, and went to a white woman to get her to bake some bread for him to live on while doing the job. She said, "No, Jake, you are a bad Indian; I once loaned you \$2, and you have never paid me as you promised. I shall tell everybody that you are not honest, and no one will trust you after this."

"Ah," says Jake, "I never see it that way. Don't tell it that way, and I pay you." Which he did, and got his bread baked. It seems it had never occurred to him that wrong doing would injure his reputation. He was quite a good Indian afterward.

Wittaniss was one of the sub-chiefs of the Huron Indians as early as 1776. He was a devoted attaché of the British commandants of Detroit and shared with his brother Indians and the British soldiery in all the dastardly acts which marked the great effort to sustain the reign of tyranny and persecution on this continent. This cowardly redskin and his band made many attempts on the life of Richard Connor some years later. The American pioneer was compelled to be always on his guard against the treachery of those savages. After the purchase of the Moravian village by Askins and Ancrum, the latter appointed Wittaniss care taker. In his new office, the Indian chief essayed to act the Irish land agent, and accordingly tried to evict Connor, but the new settler frustrated all his designs, treated him to a severe beating, and otherwise made life so hideous for the malicious savage, that he was glad to seek refuge in the grave a day or so after the British power was forever broken in the United States.

Kanobe, of Romeo, was present on the treaty ground at Saginaw, in September, 1819. The harsh statements made regarding his connection with the abduction of the Finch boy have long since been proven without foundation. In 1827, Kanobe moved into Canada, stayed some time there, and returned to give assurances that the reports concerning him were without foundation. He was a savage of good parts, and an earnest friend of the American settlers of Macomb and St. Clair Counties.

An equally bad Indian, bearing a similar name, succeeded Wittaniss, Senior. The circumstances which surrounded this fellow urged him to adopt a policy of conciliation toward the American settlers, which policy was carried out. The last Wittaniss was an old man when he left the county in 1830.

Tipsikaw was the athlete of the band near Romeo. He was a powerful savage, well built, and it is said, capable of running down wolves, bears, and, in some instances, deer. While hunting in the neighborhood of Almont, he dislocated his shoulder. Dr. Gleason was called to his aid. All the Doctor's physical power was not sufficient to replace the dislocated bone, so he tied the arm of the warrior to a tree, and then directed him to draw his body forward. This plan was successful, and



Tipsikaw was again ready to resume the chase. This Indian left the county in 1837 or 1838. In 1874, he revisited his old hunting-grounds, and was found weeping by one of the early settlers, opposite the site of his former village.

Tipsikaw was well known to the settlers of St. Clair. He was a man of great speed and skill in wrestling, his principal feat being to run to a stake ten rods away and return before a horse and rider could make a like trip. This Indian is still living in Isabella County.

#### JOHN RILEY.

Especial mention is made of the good qualities of John Riley, the Otchipwe chief. His family and that of Black Cloud, with some others, were leading spirits among the savages. At this time (1835), the former owned a tract of land granted by Government at what is now Port Huron, on the south of Black River. Only two houses, one log and one frame, were to be seen at that point. John Riley was born in the Mohawk Valley of a German father and Indian mother, and possessed greater intelligence than the full Indian. He, with many of his tribe, made annual visits to the woods near the village for the purpose of making maple sugar, coming in February or March, and returning when the season was over. In the spring of 1836, he came early for this purpose, and one pleasant Sunday, as he would not allow any work to be done that day, he took a walk in the woods accompanied by a boy. Coming upon a large hollow log, which had the appearance of being the home of some animal, he said to the boy "Abs-co-in hash-a-pun" (John, a raccoon), directing the boy at the same time to crawl into the log and investigate. The young Abs-co-in soon came out with great speed shouting "mo-g-uash! mo-g-uash!" ("a bear, a bear!") Riley drew his hatchet, and as the bear's head appeared, struck her a powerful blow with the edge of the weapon, burying it in her brains. She weighed over 400 pounds and furnished material for a continuous feast.

The Indians gave names to the whites to correspond with some habit or to commemorate some gift. The elder James Wells they called Mo-gu-ash (bear), because he was a hunter of that animal. Abram Wells was Caw-ke-chee (porcupine); he had given them a porcupine, the flesh of which they relish. Anthony Wells was Mish-a-wak (Elk); William Wells, Wah-wa-cash (deer); Mr. Welch, Mus-co-dance (Indian hole or clearing) from the fact that he bought land on which there was an Indian field on which there were bearing apple trees when the whites arrived. Riley afterward retired to the Saginaw country where he died in 1862. His first wife was buried on land since known as the "Fitz Patrick place," and as the roads came to be straightened and worked her body was exhumed and stolen away.

Tonadoganow was the head chief of the Otchipwe nation. This honor belonged to him on account of his debating powers, acute understanding, and great prowess in the hunt. He was ugly in every sense. He wore only a hunting shirt from April until September, and this hung loosely from his hunchback. This Indian was accustomed to make periodical visits to the lands in St. Clair County, was a great factor in the negotiation of two of the treaties referred to in this chapter, and well known to the first French and American settlers from Mackinaw and Detroit.

#### O-GE-MA-KE-GA-TO.

At the time Gen. Cass was negotiating the treaty of 1819, O-ge-ma-ke-ga-to, although only twenty-five years of age, was head chief of the Chippewa nation, and as such was the central Indian figure at the council. He was over six feet in height, and in his bearing graceful and handsome; and although in the later years of his life he was often seen intoxicated, he never fully lost a look of conscious dignity which belonged to his nature as one of the original lords of the soil. In true elegance he was probably hardly surpassed by the Seneca chief, Red Jacket. His band lived at the forks of the Tittabawassee, and like Red Jacket, he wore upon his breast a superb Government medal. This medal was of an oblong shape, fully five inches in length and one quarter of an inch thick, and was composed of pure silver. On one side was the figure of an Indian chief in full dress, and on the other what was intended to represent the President of the United States, with the following inscription: "Presented to O-ge-ma-ke-ga-to by Thomas Jefferson." The treaty of 1819 was a very important one, as this portion of the State was then in Indian possession, and the object of the Government was the cession by the natives of the vast tract in which was included the rich and flourishing valleys of the Saginaw and its tributaries. The chief speaker for the Indians was O-ge-ma-ke-ga-to, and he opposed the proposition of Gen. Cass with indignation. The treaty was finally made, and the Indians returned to the lodges. The Chippewa nation was then composed

of ten or twelve bands, each governed by a hereditary chieftain. These chiefs formed a council which governed the nation and elected the ruling chief annually. O-ge-ma-ke-ga-to was not a chief by blood, but his remarkable intellectual qualities, as well as his undaunted courage, made him a power among his dusky people, and at the early age of twenty-five he was the leading spirit. Gen. Cass was surprised at the remarkable brain power of the man, and remarked that he was "the smartest and most eloquent Indian he had ever met." His administration of the affairs of his people was so satisfactory that for over thirty consecutive years he was annually re-elected to the position of head chief. He never ruled a single band until in the later years of his life, when he became chief of the Tittabawasse band, to which he belonged. His power of oratory made him a great favorite with his people and the fame of O-ge-ma-ke-ga-to spread far and wide. Subsequently at the ratifying of the reservation treaty, at Detroit, many learned and able lawyers were present, not one of whom, after hearing his great speech interpreted, dared to accept his challenge to discuss the questions affecting the Indian's welfare with him. After the treaty of Saginaw had been ratified and the Indians had become reconciled to the encroachment of the white man, O-ge-ma-ke-ga-to was quite friendly, and, like an honorable man, endeavored to fulfill his obligations to the new-comers under the treaty. Many astounding stories are told by the old settlers regarding his bravery and fortitude, some of which surpass belief. Mr. McCormick says that about the year 1835 two members of the Tittabawasse band had a disagreement while under the influence of liquor, and drew their knives for a settlement of the difficulty according to the aboriginal code. O-ge-ma-ke-ga-to, who was standing near them, immediately jumped between the combatants and received a knife thrust in his side. The cut was so large and deep that a portion of his liver protruded, and in this condition he lay for several days. One afternoon he took a knife laying by his side, and in the presence of several Indians, *sliced off a portion of his own liver, threw the piece on the coals and roasted it, and then ate it.* Turning to those present, he said: "If there is a braver man in the Chippewa nation than I am, I should like to see him." This story, incredible as it is, can be well attested by Joseph Trombley, E. S. Williams of Flint, and Peter Grewett now of Gratiot County, all of whom were Indian traders at that time. Judge Albert Miller, now of Bay City, also recollects the circumstance at the time. O-ge-ma-ke-ga-to ruled the Chippewas until 1839 or 1840, when death stepped in and robbed the dusky nation of its wisest, most eloquent and bravest member.

Negig, an Indian chief, lived on the Baby farm, on the River Gervais, for six years previous to his death in 1807. A saw mill was erected on the River Gervais in 1788, on claim 676, in which this Negig was a most industrious workman.

Notaquoto, a short, ugly, powerful savage, was well known to all the early settlers. To give an idea of this Indian, William J. Tucker relates, that a few Indian ponies happened to stray into Sterling Township, where they were stabled by Jim Bruce. This settler was unaware of the danger of such a proceeding, and his murder for the act was only averted by the timely interference of C. G. Cady, then residing at his present home in Sterling. Mr. Cady was returning from church, when he met the Indian. Asking him where he was going, the savage played with the tomahawk, and replied that he was going to see Jim Bruce. "He has my horses," said Notaquoto, "and I will murder him." Cady prevailed upon the Indian to wait, while he, himself, went to Bruce's. He advised Bruce to set the animals at large, which advice was taken, and Notaquoto returned to his Reserve with his property.

Wemekeuns was one of the Huron chiefs on the St. Clair at the time the first French settlers made their locations. The story of this savage, as related by Mrs. Brudemour, is substantially as follows: Wemekeuns was chief and prophet of the tribe, a position given to him on account of his prowess in the chase, his words of wisdom and his peculiar physiognomy. His face was supplied with a trio of noses, one small one on each side of the large central nose. Previous to the war of the Revolution, he was asked to urge his band to operate with the English allies among the Canadian Indians; but this he refused to do, saying the new Americans would drive their enemies across the ocean, and drive their enemies' friends from their hunting grounds.

Old Mother Rodd, an Indian woman well known to the early settlers of Port Huron, was one hundred and four years old in 1870. She died in the fall of that year, on the Indian Reserve, on the Canadian side of the river. The following poem was written March 1, 1868, two years before her death, and fifty-six years after the murder of her husband by the Canadian Indians.

## OLD MOTHER RODD!

"Old Mother Rodd! Old mother Rodd!  
 When elements combine together,  
 To drive poor Christians from the road  
 By this hard snap of wintry weather—  
 What drives thee from thy wild bush home,  
 And thy camp-fire across the river,  
 Port Huron's snow-wreathed streets to roam,  
 When white folks round their stoves do shiver?

"Old Mother Rodd! Old mother Rodd!  
 Thy ancient Indian face is roughened;  
 One hundred years, they say, the rod  
 Of time, thy coppery skin has toughened.  
 Let me observe that rounded pile  
 Of bones in British blanket muffled,  
 In hand a long stick all the while  
 To guard them when her temper's ruffled.

"Old Mother Rodd! Old Mother Rodd!  
 Thou lik'st to drain a sonsy bicker,  
 Although thy race might pray to God  
 In wrath to curse the white man's liquor.  
 Alas! just so it is—we see  
 Men stagger thro' the earth and cherish  
 The fitful cup with childish glee—  
 They kiss, although they know they perish.

"Old Mother Rodd! Old Mother Rodd!  
 Since first those small black eyes were open'd,  
 Here in thy birthplace and abroad  
 How many wondrous things have happen'd!  
 Thy sire, when *he* first saw the light,  
 At council fires gave his opinion;  
 No white man then usurped his right,  
 No chain surveyed his broad dominion.

"Old Mother Rodd! dost thou e'er frown,—  
 And thinkest thou, it is a pity  
 Thy solemn woods have been cut down,  
 To make room for our busy city?  
 In summer, when the peach trees blow,  
 Where thou had'st made some paltry scratches  
 With tree-top when thou wish'd to grow  
 Thy native maize in little patches.

"Old Mother Rodd! the river true  
 Rolls on as then with rapid current,  
 As when thy family's birch canoe  
 Skimm'd lightly o'er the sky-blue torrent.  
 Thy friends roamed here and wander'd there,  
 With sharpen'd stone, with bow and quiver,  
 Before the wandering brave, St. Clair,  
 Bequeathed his name to this proud river.

"Old Mother Rodd! Old Mother Rodd!  
 Does power of steam affect thy senses?  
 Thou art, old Dame, a living link,  
 Connecting past with present tenses;  
 For thou wert mother 'mongst the squaws,  
 With dark-skinned lover in attendance,  
 When silly George's cruel laws,  
 Drove our brave sires to independence.



"Old Mother Rodd! Old Mother Rodd!"

It is, dear dame, beyond conjecture—

Death soon must lay thee neath the sod,

And spoil thy ancient architecture—

Emerged from war! Thanks be to God,

With no domestic brawl among us,

We shall be kind, Oh! Mother Rodd,

So long's thou'rt left to *crawl* among us."

Shabbona, or Charbonneau, a warrior almost equal to Tecumseh or Black Hawk, was born at the Kankakee River about the year 1775. In 1812, he, in command of his band, joined Tecumseh and thus became known among the Indians of Michigan—from Niles to Detroit and Black River. He acted as aid to Tecumseh, and stood by his side when he fell at the battle of the Thames. At the time of the Winnebago war, in 1827, he visited almost every village among the Pottawatomies, and by his persuasive arguments prevented them from taking part in the war. By request of the citizens of Chicago, Shabbona, accompanied by Billy Caldwell (Sauganash), visited Big Foot's village at Geneva Lake, in order to pacify the warriors, as fears were entertained that they were about to raise the tomahawk against the whites. Here Shabbona was taken prisoner by Big Foot, and his life threatened, but on the following day was set at liberty. From that time the Indians (through reproach) styled him "the white man's friend," and many times his life was endangered. Before the Black Hawk war, Shabbona met in council at two different times, and by his influence prevented his people from taking part with the Saes and Foxes. After the death of Black Partridge and Senachwine, no chief among the Pottawatomies exerted so much influence as Shabbona. Black Hawk, aware of this influence, visited him at two different times, in order to enlist him in his cause, but was unsuccessful. While Black Hawk was a prisoner at Jefferson Barracks, he said, had it not been for Shabbona, the whole Pottawatomic nation would have joined his standard, and he could have continued the war for years. To Shabbona, many of the early settlers owe the preservation of their lives, for it is a well-known fact, had he not notified the people of their danger, a large portion of them would have fallen victims to the tomahawk of savages. By saving the lives of whites he endangered his own, for the Saes and Foxes threatened to kill him, and made two attempts to execute their threats. They killed Pypeogee, his son, and Pyps, his nephew, and hunted him down as though he was a wild beast.

Shabbona had a reservation of two sections of land at his Grove, but by leaving it and going west for a short time, the Government declared the reservation forfeited, and sold it the same as other vacant land. On Shabbona's return, and finding his possessions gone, he was very sad and broken down in spirit, and left the Grove forever. The citizens of Ottawa raised money and bought him a tract of land on the Illinois River, above Seneca, in Grundy County, on which they built a house, and supplied him with means to live on. He lived here until his death, which occurred on the 17th of July, 1859, in the eighty-fourth year of his age, and was buried with great pomp in the cemetery at Morris. His squaw Pokanoka, was drowned in Mazon Creek, Grundy County, on the 30th of November, 1864, and was buried by his side.

In 1861, subscriptions were taken up in many of the river towns to erect a monument over the remains of Shabbona, but the war breaking out the enterprise was abandoned. Only a plain marble slab marks the resting-place of this friend of the white man.

#### BLACK DUCK MURDERS A BRITISH INDIAN.

The *Sun Dance*, held near the mouth of Black River in 1816, proved one of the most refractory gatherings of savages since the downfall of the British power in America. The history of the meeting was obtained from Willis Stewart, and written in the pioneer records by Miss L. S. Carleton. "Among the numerous families of Indians," says the relator, "that dwelt on Black River, was that of the old Indian, Black Snake. He had a numerous family, and was related to the half-breed, John Riley, referred to in Indian history. Among the band was a strong-built savage named Black Duck, who was married to a daughter of the chief Black Snake. The Duck was strongly attached to the Americans, and seldom suffered a word against them to go unchallenged. On this occasion, he was the guest of the Indian circle at Black River, whither, also, many British Indians were invited. Whisky was plenty, and the noble red men failed not to appreciate it. The feast went forward merrily, speeches were made, and the morning promised peace; but to the surprise of all, one of the British Indians concluded his speech with a boast of

his prowess, and of all the American scalps he took during the war. Black Duck was silent until this unfortunate boast was finished. Rising to his feet he dealt very logically with the defeat of the British, and then approaching the Canadian, with raised tomahawk, said: "You are a great brave; you have killed many Americans; you have taken their scalps. They whom you have killed were my friends, and you shall kill no more!" This said, the irritated savage buried the weapon in the boastful speaker's brain, and thus ended the feast."

The avenger of the slain Americans, knowing that the friends of the slain savage would seek his blood, hastened to lay his case before Gen. Cass, and to seek his protection. He was placed in the fort for safety, while the Governor acquainted John Riley of the facts. Through Riley, a proposition was made to settle the matter by granting a sum of money, equivalent to his worth, to the relatives of the deceased. The proposition was discussed by the council of relatives, in presence of Gen. Cass. The Indians appeared with their faces and bodies painted black, in token of mourning; but their sorrow was only skin deep, as they made the simple demand for forty quarts of whisky, and canceled all engagements to take the life of Black Duck. The Governor acceded, and directed the Secretary to draw an order on Aura P. Stewart to supply the whisky demanded.

Fisher, a half-breed, who married a sister of Francis Macompte, committed suicide about 1832. It appears he made a cruel husband, so that Macompte took his wife from him, and presented him with an English rifle as better suited to him than a wife. Fisher and the rifle lived quietly together for some years, when he returned to the Salt River Reserve, and there shot himself through the heart. About the same time a dog feast was held by the Indians on the Tucker farm.

Neome, the chief of the largest division of the Chippewas, occupied and assumed to control the southern portion of the tribal domain. The Flint River, with its northern affluents, was left a little north of the border in full Indian possession by the treaty of 1807. It was called by the savages Pewonunkening or the River of the Flint, and by the early French traders, La Pierre. The latter, also called the ford, a few rods below the present Flint City bridge, Grand Traverse; while to the village in the neighborhood of the ford, the Indians gave the name *Mus-cu-ta-wa-ingh* which translated means "the open plain burned over."

In point of geographical location, the chief Neome and his powerful band stood on the very threshold of the trail leading to the Northwest. To any one standing at Detroit and looking northerly to the land lying west of the Lake and River St. Clair, it was plain that Neome stood indeed a lion in the path, unless well disposed toward the American settlers. The old chief was honest and simple-minded, evincing but little of the craft and cunning of his race; sincere in his nature; by no means astute; firm in his friendships; easy to be persuaded by any benefactor who should appeal to his Indian sense of gratitude; harmless and kind-hearted. In stature, he was short and heavily molded. With his own people, he was a chief of patriarchal goodness, and his name was never mentioned by his people except with a certain veneration, and in more recent years with a traditionary sorrow, more impressive in its mournful simplicity than a labored epitaph.

In the month of April, 1825, the Saginaw savage—Kish-kaw-ko—killed a Huron warrior at Detroit, on the spot now forming the center of the D. & M. R. R. depot. The dead Indian was taken to a blacksmith's shop, then occupying the site of the Russell House, where the Coroner—Benjamin Woodworth—held an inquest. Kish-kaw-ko and his son were interred in the old fort, after the jury declared the older savage guilty, and the Coroner sent him to await trial; a squaw brought the chief some hemlock, which he drank eagerly, and died. His son, who was no party to the deed, escaped. He sought a trail homeward by the Clinton River, was recognized by some of the Hurons, and pursued almost to the camping ground of his tribe. This Chippewa desperado and his son Chemick, were among the principal allies of the English in the war of 1812. Both were known to the pioneers of St. Clair, for in that quarter of the peninsula those ruffians, with their followers from the Saginaw, attacked men, women, and children indiscriminately. They did not enter into any battles, their warfare being only against the defenseless or unwary.

#### OKEMOS.

This well known Indian, a nephew of Pontiac, and once the head chief of the Ojibwe nation, was born near Kuagg's Station, on the Shiawassee, about the year 1763. The earliest account of him states that he went forth on the war-path in 1793. In the "Legends of the Northwest," by Judge Littlejohn, the old chief is introduced in 1803. Okemos took a prominent part in the battle of Sandusky, which won for him the name of the greatest warrior and the chief of his tribe. It appears

that himself, his cousin, Mani to corb way, with sixteen other warriors, enlisted under the British flag, formed a scouting party in search of American scalps, and ultimately reached the British rendezvous at Sandusky. Speaking of this period, the old scalp-taker said: "One morning while lying in ambush near a road lately cut for the passage of the American army and supply wagons, we saw twenty cavalymen approaching us. Our ambush was located on a slight ridge, with brush directly in our front. We immediately decided to attack the Americans, although they outnumbered us. Our plan was first to fire and cripple them, and then make a dash with the tomahawk. We waited until they came so near that we could count the buttons on their coats, when firing commenced. The cavalymen, with drawn sabers, immediately charged upon the Indians. The plumes of the cavalymen looked like a flock of a thousand pigeons just hovering for a lighting. Myself and my cousin fought side by side, loading and firing, while dodging from one cover to another. In less than ten minutes after the firing began the sound of a bugle was heard, and casting our eyes in the direction of the sound, we saw the roads and woods filled with cavalry. The Indians were immediately surrounded, and every man cut down. All were left for dead upon the field. Myself and my cousin had our skulls cloven, and our bodies gashed in a fearful manner. The cavalymen, before leaving the field, in order to be sure life was extinct, would lean forward from their horses and pierce the breasts of the Indians, even into their lungs. The last I remember is, that after emptying one saddle, and springing toward another soldier, with clubbed rifle raised to strike, my head felt as if pierced with a red-hot iron, and I went down from a heavy saber-cut. All knowledge ceased from this time until many moons afterward, when I found myself nursed by the squaws of friends, who had found me where I fell, two or three days after the engagement. The squaws thought all were dead; but upon moving the bodies of myself and Manitocorbway, signs of life appeared, and we were taken to a place of safety, where we were nursed until restored to partial health."

Okemos and his cousin never took part in a battle since that time, having satisfied themselves that they were wrong then.

Shortly after his recovery, he asked Col. Gabriel Godfroy, father of Richard Godfroy, of Grand Rapids, to intercede for him with Gen. Cass, which resulted in a treaty between the United States and himself and other chiefs, a treaty faithfully observed. In 1837, the small-pox and other causes tended to scatter the band near Knagg's Station, where they were located. Previous to this time, he was accustomed to wear a blanket-coat with belt, steel pipe, hatchet, tomahawk, and a long English hunting-knife. He painted his cheeks and forehead with vermilion, wore a shawl round his head *a la Turc*, and leggings. The old scalp-taker for the English died in his wigwam, a few miles from Lansing, and was buried at Shinnicon, in Ionia County, December 5, 1858.

#### INDIANS IN 1812.

The peaceful relations of the settlers remained undisturbed until the war of 1812. In the summer of 1813, the hostility of the savages began to manifest itself. One night the whites received warning, through a friendly squaw, that a massacre was meditated; and to escape this impending danger, they fled to Detroit. Before reaching Lake St. Clair, they met a pioneer named King, and Rodd, the husband of Old Mother Rodd. These men were cautioned not to proceed; but heedless of the friendly warning both urged their canoe up the St. Clair, and the day following were massacred by the infuriated savages of the Canadian shore, the principal murderer being Wawanosh, who died near Sarnia a few years ago. Other Indians, such as Wapoose, Old Salt, and Black Foot, were prominent among the allies of the British.

#### EARLY TRADERS AND INTERPRETERS.

Henry Connor, or Wah-be-sken-dip, was superior to all the traders of that period in disposition and manner. He was a man possessing great muscular strength, yet gentle as a child, and only physically powerful where justice should be enforced or some important point carried. He was a faithful interpreter between the Indian councilors and United States Commissioners during treaty negotiations. After the treaty of 1819, he entered on a trader's life, and continued to the close to merit the confidence and esteem of the savages, Frenchmen and Americans. Connor was present at the death of Tecumseh, October 5, 1813, when James Whitty encountered the great Indian and killed him. Whitty and Gen. Johnson, he stated, attacked the warrior simultaneously, but the former began and ended that act in the battle of the Thames.



Henry Nelson, another Indian trader known to the old settlers of St. Clair, removed from the Huron to the Saginaw district in 1820, and thence with the Indians to Isabella County, where he died a few years ago.

The St. Martins were an old and respectable family. The first of the name who came to America was Adhemar Sieur de St. Martin. He settled in Quebec, and held the office of Royal Notary as early as 1660. One of his grandchildren came to Detroit in 1740. In April, 1750, is recorded a grant of land (a portion of the now Cass farm) to Jean Baptists Labutte dit St. Martin. It was his son who became interpreter of the Huron language, and who figured conspicuously during the Pontiac conspiracy in 1763. His services were highly appreciated by Gladwyn, who, in his sweeping denunciation of the inhabitants during the siege, always excepted his interpreter, St. Martin. In 1760, he married Marianne, the second daughter of Robert Navarre (Tonton, the Writer, as he was called, to distinguish him from his son Robert, whose *soubriquet* was Robishe, the Speaker). At the marriage of St. Martin and Marianne Navarre, De Bellestre, the last French commander of Fort Pontchartrain, was present. His family history was closely woven in the destiny of this fort of La Mothe Cadillac. De Tonty and another De Bellestre, uncles of his, had been among its first commanders. It was a melancholy irony of fate, that he should be obliged to resign to the English the post which his ancestors had struggled so nobly to retain. De Bellestre organized the first militia in this part of the country, and gave the command to his brother-in-law, Alexis de Ruisseau, who had married a Godfrey. St. Martin died a few years after his marriage, leaving a young widow and three children—one boy and two girls.

Dr. George Christian Anthon, or Anthony as he was called by his French relatives, and who married in 1770 Marianne Navarre, the widow of St. Martin, was born August 25, 1734, at Salzugen, in the Duchy of Saxe-Meiningen. His family was a very old and distinguished one. He devoted himself to surgery, passed two satisfactory examinations, the second before the College of Surgeons in Amsterdam. He left Germany in 1754, and sailed as Surgeon in the Dutch West India trade. The vessel was captured by a British privateer and he was brought to New York. Though in a strange country, without means or acquaintances, his abilities were recognized and he was appointed Surgeon to the First Battalion, Sixtieth Regiment, Royal Americans. In 1760, he was detached with the battery which, under Maj. Rogers, took possession of Detroit. Here he met his fate in Marianne Navarre, the young widow of St. Martin. They were married in 1770.

Jean Provencal, or Awishtoia, appointed Indian blacksmith by Gen. Cass, possessed many good qualities which endeared him to the whites as well as to the Indians. William Tucker and other old residents of St. Clair remember him well, and substantiate what has been said of him.

Edward Campau, or Now-o-ke-shick, lost an arm from the accidental discharge of his rifle while hunting in this county. Notwithstanding the rude surgical operation, which only the medicine man of that time could perform, he survived and continued among the most active and popular trappers of this district, until his journey to the Northwest.

Gabriel Godfroy, known as Menissid, was a trader from the lower Huron country. He was one of the family to whom was deeded the land where Ypsilanti now stands. His visits to the upper Huron or Clinton were few, yet his acquaintance among the French and American pioneers of St. Clair was extensive. Richard Godfroy, his son, now dwells at Grand Rapids in this State.

Archibald Lyons was, like many of the white inhabitants of the country bordering on Lake St. Clair, engaged in trapping. In 1818, he left the district (now known as Macomb and St. Clair Counties) for the Saginaw Valley, where he married the beauty of the tribe, Ka-ze-zhe-ah-be-no-quah. This woman was a French half breed, peculiarly superior to all around her, highly intelligent, and in possession of principles which could not sanction a wrong. Lyons, while skating down the Saginaw River, in 1827, to play for a dancing party, fell through the ice and was never seen again. After the death of her husband, the widowed Ka-ze-zhe-ah-be-no-quah married Antoine Peltier, who moved from Harrison Township to Lower Saginaw.

Francois Tremble, grandfather of the Trembles referred to in this section of the work, was well known from Montreal to Detroit and the Riviere aux Hurons so early as 1782. Ten years later—1792—he visited the Saginaw Indians, which proved to be his first and last exploratory trip. It appears this adventurous Frenchman was drowned while flying far away from an Indian camp. The story of his death states that he made a spear-head for an Indian, to be used in killing muskrats; another Indian came forward to beg a similar favor, and for him Tremble made still a better spear-head. Indian No. 1 grew jealous, abused the good hunter, and ultimately stabbed him in

the back. Retiring to his boat, he set sail for his home on Lake St. Clair, but never reached the place. It is supposed he was knocked overboard by the boom of his boat, and was drowned in the waters of Lake Huron.

Capt. Joseph F. Marsac was born near Detroit on Christmas Day, 1793, and was known from his native place to Fort St. Joseph or Gratiot, and thence to Michilimackinac. Marsac was the happiest model of the Franco-American. Genial as man could be, he endeared himself to all around him, to all with whom he came in contact. During the Black Hawk war excitement, he was one of the first to organize a military company and take the field, with the rank of Captain.

Capt. Leon Snay, a hunter and trapper of great repute, belonged to the better class of French traders, and held the military commission of Captain. Like Marsac, he was well known to all the old American settlers of St. Clair, as well as to the Indians and his own people.

Peter Gruette, François Corbin, John Harsen, with other traders, hunters, trappers and interpreters, who established temporary posts on the Clinton, Flint, Shiawassee, Black River, etc., made this county a rendezvous, and won the respect of the American pioneers.

Alexander St. Bernard, Anselm Petit, George McDougal and many others mentioned in this history were all known to the Indian inhabitants.

Harvey Williams, of Detroit, now of Saginaw, one of the few survivors of the Detroit settlers of 1818, in his journey to Saginaw in 1822, with supplies for the troops stationed there, had to ford the Clinton River at five different points. The Indians and first American settlers of St. Clair knew Uncle Harvey well. Though not a trader in the full sense of the term, his dealings with the savages as well as with the civilized inhabitants were extensive and honorable.

Dunoir or Du Nor, was one of the first and best known interpreters under American rule. His order to the Indians was a law. It is related that upon one occasion, he visited the house of John Tucker and asked him to tell the chief of the Salt River band to meet him at the Tucker House on Friday night. Onowisickaw, brother of Francis Macompte met him as appointed, and both went into the forest in the darkness of that winter's night. This visit resulted in finding a United States cavalry horse stolen from Detroit.

Leon St. George, born at Montreal, Canada, in 1774, came to Michigan in his youth and made a settlement between Detroit and the Clinton or Riviere Aux Hurons. This French Canadian afterward removed to Detroit, and cleared the land where the city hall stands, as well as many acres in the vicinity. When the war of 1812 broke out, St. George joined the American troops, and fought through it to its close. After the close of the campaign, he became a trader among the Hurons and Chippewas and was well known to the pioneers of St. Clair County. His death took place in 1880.

Oliver Williams settled at Detroit in 1807, where he engaged in mercantile life, and became one of the largest dealers then in the Peninsula, bringing at one time from Boston a stock of goods valued at \$64,000. In 1811, the sloop—*Friends' Good Will*—was built for him, which was captured by the British and called the *Little Belt*.

Capt. John Farley, of the United States Artillery, was among the early visitors to this section of the State.

Michel, Medor, Joseph, Benoit, Leon and Louis Tremble, whose grandfather is referred to in this chapter, were among the traders known to the Indians, French and Americans of this county previous to and for years after its organization.

Benjamin Cushway was born at Detroit in 1809, and died at Saginaw, May 25, 1881. In 1832 he was appointed Indian blacksmith at Saginaw. He was known among the early settlers of the district, particularly among the French.

Edward McCarthy, an Irish revolutionist of 1798, came to Detroit in 1829, passed some time near Mt. Clemens, and ultimately continued his travels to the Northwest, where he died.

Baret Le Parles, Dominique Snay, Louis Duprat, William Thebo, Joseph Alloir, Antoine Tremble, John Tremble and François G. Tremble, were among the children of the county when it was organized.

Whittenmore and James Knaggs, brothers, of French Canadian or French-English descent, were among the early white inhabitants of the Huron country, and, if friendships, dealings and periodical stays in the neighborhood of the Riviere aux Hurons could bring the title, they were among the first white settlers of the country north of the Huron. Judge Witherell, in referring to these Frenchmen, says: "Capt. Knaggs was a firm and unflinching patriot in times when patriotism

was in demand, during the war of 1812. He was one of the Indian interpreters, spoke freely six or seven of their languages, together with French and English, and exercised great influence over many warrior tribes. On the surrender of Detroit to the enemy, he was ordered by the British commandant to leave the territory, and did so, of course; but joined the first corps of United States troops that advanced toward the frontier. He acted as guide to the division under Gen. Winchester, and was present at the bloody defeat in the valley of the Raisin. The British Indians discovered him after the surrender and determined to kill him. There happened to be present an Indian, whom Knaggs had defended in former years, who resolved to save the pale-face at every hazard, but the savages would not listen to him. Nothing daunted, however, the brave red warrior placed himself between Knaggs and his foes, and succeeded in keeping them off for some time. The savages pressed closer, and as a *desperate resort* the friendly Indian seized Knaggs round the waist, kept his own body between the white man and his enemies, and so prevented the repeated blows of tomahawk and war club from taking effect upon the head of Winchester's French guide. This means of defense continued until both Knaggs and the Indian sought refuge among a number of horses, which stood harnessed close by. Here Knaggs was enabled to avoid the blows aimed at his head, until a British officer, not so savage as his Indian allies, interposed, and saved the guide from a cruel death." Knaggs survived this terrible trial for many years, and rendered good service to the United States in the negotiations of Indian treaties. James Knaggs was present at the death of Tecumseh, and was considered one of the most unflinching and honorable supporters of the American troops. A member of the Avery family of Monroe County, Mich., bears the highest testimony to the Knaggs brothers.

Jacob Smith, or Wah-be-sins, settled with his parents in Northern Ohio, whence he pushed forward to the Detroit and Huron district, where he remained some years. During the rambles of the Young Swan he won the friendship of the Hurons and Ojibwas, and as his intercourse with them became more extensive, he entered into all their manners and customs, sympathized with them, and claimed in return their earnest friendship. After some years passed among the Indians of the Clinton or Huron River, he moved to Flint, where he died of disease, in 1825. Baptiste Cochois, or Nickaniss, was the only white friend present at his death—Annemekins, the Indian boy whom he adopted, was the only red man who witnessed the dying struggles of this popular trader. To Smith is due the rescue of the Boyers of Mt. Clemens.

Patrice Reaume, or Wemitigoji, was a native of Quebec. For a period of eight years he traded among the Indians of the St. Clair and Huron and Raisin districts, where he was well and favorably known. Ultimately he was appointed factor for the American Fur Company at the post near Pontiac, and subsequently at the Tittabawassee and Saginaw.

Louis De Quindre, named Missabos, was a friend of Reaume, and like him, a trader. He, too, was known to the pioneers of this county, where he made his home for some years.

Jacob Graveraet, husband of the daughter of the fierce Kiskawko, was a German, who settled for awhile at Albany, N. Y.; moving West, he settled at Detroit, next to Harsen's Island; moved to Harrison Township in Macomb, again to Harsen's Island, and thence to what is now called Bay County.

Louis Beaufait, or Wagash, was one of the most favorably known and genial men in the Michigan of 1800-1820. He was much younger than Smith or Reaume; was a friend of each and all of his fellow-traders, and being so, was the great peace-maker in the traders' circle—his calm, gentle and sound reasoning always prevailed.

Barney Campau, a nephew of Louis and Joseph Campau, better known as Oshkinawe, was well fitted for the life of a trader or hunter. He was honest in all his dealings with the savages, and on this account they styled him Young Man, and acquiesced in all his propositions.

#### JOSEPH REVEUR.

In the biographical relations of J. R. Bancroft, of Batavia, N. Y., the following notice of an old trapper of the St. Clair district is given: "Samuel de Champlain was the 'Father of New France,' or Canada, by gaining and keeping a foothold near the St. Lawrence, and, in 1608, in laying the foundations of Quebec. He was followed by missionaries, one of whose servants was Jean Baptiste Reveur, who died near Lake Champlain about 1665. His great-grandson, Peter Reveur, was an engineer in the French forces in America, and of the party that built the sixty forts from the mouth of the St. Lawrence to that of the Mississippi, about 1725, and which included Detroit.



The name of Louisiana was early given that vast region claimed by France, between the Alleghany and Rocky Mountains. When the King of France had dominion in North America, all the domain northwest of the River Ohio was included in the Province of Louisiana, the north boundary of which, by the treaty of Utrecht, concluded between France and England in 1713, was fixed at the forty ninth parallel of latitude north of the equator. After the conquest of the French possessions in America by Great Britain, this tract was ceded by France to the English by the treaty of Paris in 1763. Peter Reveur had a son, Jean Reveur, who became a trapper and hunter, and married, in 1776, a woman of French Indian extraction, attached in domestic service to the British garrison at Detroit. Jean was away most of the time hunting and trading with the Indians, but his wife remained at her old place at the fort in Detroit, where her son Joseph Reveur (now Anglicized into Revore) was born July 4, 1777, one hundred and six years ago. The babe grew up into a hearty lad and learned the trade of a baker from the British baker at the post. By the treaty of peace, signed at Paris, September 3, 1783, the claim of the English monarch to the Northwest Territory, including Detroit, ceased. Joseph Revore plied his trade of a baker, at Detroit and other Government military posts on the lakes, until the outbreak of the war of 1812. The Indian allies of the French did not at once accept the peace of 1763, and Pontiac, the great Ottawa chief, incensed at the transfer of his lands from one European power to another, stirred up a great conspiracy of the tribes of the lakes for the destruction of all the British garrisons. Detroit endured an eight months' siege, but was saved by a half-breed Indian girl, the little sister of Joseph Revore's mother, who revealed the plan in time. Peter Reveur, the grandfather of Joseph Revore, was a Lieutenant of the French forces under Montcalm, and was killed with his commander at Quebec in 1759. Jean, the father of Joseph Reveur (or Revore, as now spelled), adhered to the British in the Revolution, but rendered no special service beyond those of scout and pilot near the great lakes. He died near where Chicago is, in 1805, aged seventy years, and was with the Indians and their British allies when defeated by Gen. Mad Anthony Wayne at Fallen Timbers, August 20, 1794. Joseph Revore, in the war of 1812, joined the American forces and was with Gen. Hull when he ignobly surrendered his army, the Detroit post and all Michigan to the British. He witnessed the gallant Col. Lewis Cass break his sword rather than deliver it up to the English commander. During the war, he was at Fort Meigs, Malden, and on the River Raisin. The exploit of that war in which this aged veteran takes the most pride, was his participation in Harrison's victory over the allied British and Indians under Proctor and Tecumseh, on the River Thames, where not ten feet away he saw Col. Richard M. Johnson shoot Tecumseh. At the close of the war, he remained in the neighborhood of Fort Meigs, working for a Mr. McIntosh in a tavern, and then a Mr. Forsyth, who kept a store. Finally he drifted to Pittsburgh, where he married and where he kept a barber-shop and bakery combined. In his young days, he was a famous athlete and boxer, and even after he was fifty years old he could throw any man in Pittsburgh or that region. His four children having died, he came down the Ohio River with his wife, and about 1850 settled in Felicity, where for many years he followed his trade of a baker. Here, during the late war, his wife died and the old man was left without a known relative in the wide world. Finally time made its cruel advances on him, his infirmities increased, and in 1879 he came to the County Infirmary, at Clermont, Ohio, where he still resides."

#### DISTINGUISHED EARLY VISITORS

Among the pioneers of Michigan best known to the early settlers of St. Clair, the first was undoubtedly Lewis Cass. The first Chief Justices—A. B. Woodward and Judge Witherell—were equally well known; while to the first French settlers of this county, all the members of the Campeau family were linked by innumerable interchanges of service.

Augustus Brevoort Woodward was a native of Virginia; was appointed a Judge of the Territory in 1805. His term of office expired on the 1st of February, 1824. He was soon after appointed a Judge of the Territory of Florida, and died three years thereafter.

John Griffin was appointed one of the Judges of Michigan in 1807. His term of office expired February 1, 1824. He was also a native of Virginia. He died in Philadelphia about forty years since (about 1840).

James Witherell was a native of Massachusetts, and was appointed a Judge of the Territory of Michigan on the 23d day of April, 1808. His term of office expired on the 1st day of February, 1824, when he was re-appointed for four years, and on the 1st of February, 1828, he was appointed Secretary of the Territory. He died on the 9th of January, 1838.

James May never held the office of Judge of the Territory, but was for some years Chief Justice of the Court of Common Pleas, about the year 1800.

Gen. Lewis Cass, successor of the inglorious Hull in the governorship of the Territory of Michigan, 1813, held his high office until appointed a member of the United States Cabinet, as Secretary of War, in 1831. In 1836, he received the portfolio of Minister to France, which office he filled until 1842. In January, 1845, he was elected member of the United States Senate. Throughout his public life, from his efforts to combat Hull's treachery, in 1812, to the close of his career, he was one of the first citizens of the Union. His death brought mourning not only into the homes of the Michigan people, but also into the villages of the Ojibwes, Pottawatomies and Ottawas, whose admiration he won during the earlier years of his service in Michigan.

Gen. Cass was born at Exeter, N. H., October 9, 1782, and died at Detroit, Mich., June 17, 1866. Gen. Cass was known to the Indians, French and Americans from the establishment of the Territory forward. The services which he rendered this State particularly can never be over-estimated.

Gabriel Richards, of the order of St. Sulpice, was born at Saintes, Charente Inferieur, France, October 15, 1764. His mother was a relative of the illustrious Bossuet. He arrived at Baltimore June 24, 1792, and at Detroit in June, 1798. He was the first Delegate of Michigan to the Congress of the United States, being elected in 1823. His death took place at Detroit, during the cholera plague, September 13, 1832.

Marquis Jacques Campeau was born at Detroit in 1730. He was the son of LaMotte Cadillac's secretary, a soldier who accompanied the French troops to that post in 1701. Marquis J. Campeau may be considered the first white settler of Michigan. He sought a home beyond the fort in 1757, just one year before Nicholas Patenaude began a squatter's life in the district now known as Macomb County. He erected the Catholic Church near his home in 1778.

Joseph Campeau was born at Detroit February 20, 1769. In 1786, he commenced trading in real estate. This fact, together with his various commercial enterprises, made his name a household word in the homes of the early French settlers.

Christian Clemens, John Stockton, Gen. Brown, and a number of other pioneers of the State, noticed in other sections of this work, are well and favorably remembered by the pioneers of this county.

Robert Abbott, son of James Abbott, of Dublin, Ireland, was born at Detroit in 1771. He is said to be the first man speaking our language who opened business at the old post of Detroit. His father and himself were identified with the early fur traders, and were known from Detroit to Mackinac and thence to Chicago. The dealings of Robert Abbott with the early settlers of St. Clair come next in importance to the business connection of the Campeaus.

#### MANNERS AND CUSTOMS.

The art of hunting not only supplied the Indian with food, but, like that of war, was a means of gratifying his love for distinction. The male children, as soon as they acquired sufficient age and strength, were furnished with a bow and arrow and taught to shoot birds and other small game. Success in killing a large quadruped required years of careful study and practice, and the art was as sedulously inculcated in the minds of the rising generation as are the elements of reading, writing and arithmetic in the common schools of civilized communities. The mazes of the forest and the dense, tall grass of the prairies, were the best fields for the exercise of the hunter's skill. No feet could be impressed in the yielding soil but that the tracks were the object of the most searching scrutiny, and revealed at a glance the animal that made them, the direction it was pursuing, and the time that had elapsed since it had passed. In a forest country, he selected the valleys, because they were most frequently the resort for game. The most easily taken, perhaps, of all the animals of the chase, was the deer. It is endowed with a curiosity which prompts it to stop in its flight and look back at the approaching hunter, who always avails himself of this opportunity to let fly the fatal arrow.

Their general councils were composed of the chiefs and old men. When in council, they usually sat in concentric circles around the speaker, and each individual, notwithstanding that rankled within, preserved an exterior as immovable as if cast in bronze. Before commencing business, a person appeared with the sacred pipe, and another with fire to kindle it. After being lighted it was first presented to heaven, secondly to the earth, thirdly to the presiding spirit, and lastly

the several councilors, each of whom took a whiff. These formalities were observed with as close exactness as state etiquette in civilized courts.

The dwellings of the Indians were of the simplest and rudest character. On some pleasant spot by the bank of a river, or near an ever-running spring, they raised their groups of wigwams, constructed of the bark of trees and easily taken down and removed to another spot. The dwelling places of the chiefs were sometimes more spacious, and constructed with greater care, but of the same materials. Skins taken in the chase served them for repose. Though principally dependent upon hunting and fishing, the uncertain supply from those sources led them to cultivate small patches of corn. Every family did everything necessary within itself; commerce or an interchange of articles being almost unknown to them. In cases of dispute and dissension, each Indian relied upon himself for retaliation. Blood for blood was the rule and the relatives of the slain man were bound to obtain bloody revenge for his death. This principle gave rise, as a matter of course, to innumerable bitter feuds and wars of extermination, where such were possible. War, indeed, rather than peace, was the Indian's glory and delight. War, not conducted as civilization, but war where individual skill, endurance, gallantry and cruelty were prime requisites. For such a purpose as revenge, the Indian would make great sacrifices, and display a patience and perseverance truly heroic; but when the excitement was over, he sank back into a listless, unoccupied, well-nigh useless savage. During the intervals of his more exciting pursuits, the Indian occupied his time in decorating his person with all the refinement of paint and feathers, and in the manufacture of his arms and of canoes. These were constructed of bark, and so light that they could easily be carried on the shoulders from stream to stream. His amusements were the war dance, athletic games, the narration of his exploits, and listening to the oratory of the chiefs; but during long periods he remained in a state of torpor, gazing listlessly upon the trees of the forests and the clouds that sailed above them, and this vacancy imprinted an habitual gravity and even melancholy upon his general deportment.

The main labor and drudgery of Indian communities fell upon the women. The planting, tending and gathering of the crops, making mats and baskets, carrying burdens—in fact, all things of the kind were performed by them, thus making their condition but little better than that of slaves. Marriage was merely a matter of bargain and sale, the husband giving presents to the father of the bride. In general they had but few children. They were subjected to many and severe attacks of sickness, and at times famine and pestilence swept away whole tribes.

#### THE GAME OF LA CROSSE.

The earliest notice of this game as played by the Indians is probably that of Capt. Carver, who visited the State in 1766, and may be found on page 364 of his book entitled "North America," and is as follows: "They amuse themselves at several sorts of games, but the principal and most esteemed among them is that of the ball, which is not unlike the European game of tennis. The balls they use are rather larger than those made use of at tennis, and are formed of a piece of deerskin, which, being moistened to render it supple, is stuffed hard with the hair of the same creature, and sewed with its sinews. The ball-sticks are about three feet long, at the end of which there is a kind of racket, resembling the palm of the hand, and fashioned of thongs cut from a deerskin: in these they catch the ball, and throw it to a great distance, if they are not prevented by some of the opposite party, who fly to intercept it. This game is generally played by large companies that sometimes consist of more than three hundred, and it is not uncommon for different bands to play against each other. They begin by fixing two poles in the ground at about six hundred yards apart, and one of these goals belongs to each party of the combatants. The ball is thrown up high in the center of the ground, and in a direct line between the goals, toward which each party endeavors to strike it, and whichever side causes it to reach their own goal, reckons toward the game. They are so exceedingly dexterous in this manly exercise that the ball is usually kept flying in different directions by the force of the rackets, without touching the ground during the whole contention, for they are not allowed to catch it with their hands. They run with amazing velocity in pursuit of each other, and when one is on the point of hurling it a great distance, an antagonist overtakes him, and by a sudden stroke dashes down the ball. They play with so much vehemence that they frequently wound each other, and sometimes a bone is broken, but notwithstanding these accidents there never appears to be any spite or wanton exertions of strength to effect them, nor do any disputes ever happen between the parties."



## VISIT TO THE INDIAN VILLAGE.

Previous to the departure of the Hurons, it was certainly worth one's while to visit one of their villages. A Frenchman who visited them in 1808 or 1810 described their villages on the Clinton at that time. He says: "I remember one fine afternoon, about ten years ago, accompanying an old Indian trader thither. Seated in a light canoe, and each armed with a paddle, we started from the mouth of the river for the ostensible purpose of bartering with the Indians for furs, etc., etc. For my part, I was perfectly delighted with the idea, as I never had an opportunity hitherto of seeing the Indians at home, at least during the summer season. The river was sufficiently agitated to cause our tiny boat to rock dreamily, and as we sped onward the rich wavelets leaped and sported against our canoe's prow and sides like sportive kittens, ever and anon greeting our faces with a damp paw that was by no means unpleasant. On, on we sped, now under the shadow of the green woods, now by the fringed, rich border of the clearings, or by the grass-covered marsh. We could see from a bend in the river the Indian village, and hear the wild, joyous shouts of the dusky juveniles as they pursued their uncouth sports and games. As we approached their camp, what a busy and exhilarating scene was presented to our view! I clapped my hands in the exuberance of my spirits, for never before had I witnessed a scene so full of real, unaffected, natural happiness as there greeted my senses. My companion did not appear to share in my enthusiasm, owing, doubtless, to the fact that he was accustomed to such scenes. Little Indian boys and girls could be seen prowling around like little cupids—some wrestling, some shooting with tiny bows and arrows, some paddling their toy canoes, while others sported in the waters of the river like so many amphibia, each striving to excel the other in the manner and demonstration of its enjoyment.

"Superannuated Indians and squaws sat by the tent doors, looking on with a quiet, demure pleasure, or arranging some toy or trinket for a favorite little toddler, while the more efficient were engaged in various occupations. Oh! how I longed for an artist's skill, that I might sketch the wild and picturesque scene! Here, thought I, is human nature in its free, untrammelled state. Care seemed to be a stranger to those children of nature; no thought of sorrow seemed to engross their minds; and the world, with all its vicissitudes and vexations, was allowed to pass along unnoticed by them. Buoyancy of spirit was a striking feature in their character. As we drew our canoe out upon the beach, the Indians came forward to greet us, and with a hearty shake of the hand, wished us a cordial *bon jour*. The dusky urchins left their sports to take a full survey of the visitors; which having done, they returned to their games with a yelp and a bound.

"Situated upon the greenest and most beautiful portion of the camp ground were a number of white and neat-looking tents, which were closed, and isolated from the dingy, smoky tepees of the village. The trader, who seemed a sort of privileged character, was entirely at home; while I, considering myself among strangers, clung to him, and followed him wherever he went, not venturing to throw myself upon my own responsibility. I was therefore pleased when I saw him start toward the white tents, for I was curious to know what they contained. Drawing aside the canvas, he entered without ceremony, I, of course, following after. Seated upon beautiful mats of colored rushes, which served as carpets and divans, were some three or four good-looking squaws, very neatly and even richly attired in the fanciful style of the native, busily engaged in embroidering and ornamenting moccasins, broadcloth leggings, and blankets with variegated beads and porcupine quills. Everything around evinced the utmost order, neatness and taste. No bustling *niche* or dirty urchin was allowed the freedom of those apparently consecrated tents; but all was quiet and calm within; and if converse were carried on it was in that calm, soft, musical tone so peculiar to them. So, so, thought I, here we have a sort of aristocracy—a set of exclusives, and a specimen of high life among the natives; yet it was just that kind of high life, in many respects, after which their white sisters might take pattern. No idle gossiping or scandal was indulged in; they quietly plied their needles, and kept their counsel to themselves. If they had occasion to visit their neighbors' tents, it was done quietly and pleasantly, after which business was resumed." This description of the Indian villages on the Riviere aux Hurons or Clinton is based upon fact. Though the Wyandot or Huron is now far away from his olden land, his wife, or sister, or mother may look back with pride to their settlements by Lake St. Clair, and in charity wish that the new Americans there will be as happy as their fathers were.

## THE SMALL-POX

From time to time during the half-century ending in 1837, the small pox and kindred epidemics created sad havoc among the Indians. The story of those dreadful times of famine and fever is taken from W. H. McCormick's descriptions

## I.

A broad, green belt of fertile bottom land,  
Converges gently from the golden strand,  
Its borders fringed with stately elm and willow  
While far as the eye can reach around is seen,  
Waving luxuriantly the prairie green.  
A scene more sylvan I never viewed before,  
So eloquent with savage legendary lore.  
It was the month fairest of all lovely June,  
When the sweet air was laden with perfume  
Of budding floweret, gorgeous prairie rose,  
Which round the scene in wild profusion flows,  
And many a feathered songster perched on tree,  
Warbled in sweetest strain its minstrelsy.  
The timid deer emerging from the wood,  
Gazed on his shadow in the crystal flood;  
Or his lithe limbs in playful sport did lave,  
Or drink refreshment from its livid wave.  
On wing of gossamer the busy bee,  
From forest home, in distant hollow tree,  
Gathered the sweets from many an open flower,  
To deck with wealth his home in sylvan bower.  
Amid a grove of elms in the cool shade,  
An Indian band its rude encampment made;  
And in the shadows of its branches green,  
Were warrior, chieftain, children and maidens seen.  
Here were old braves in social circle met,  
Smoking in silence grave the calumet;  
Or here on withes distended dressed the skin  
For hunting shirt or graceful moccasin,  
The infant savage rocking to and fro,  
Its cradle pendant from o'erhanging bough,  
Fann'd by each gentle zephyr that passed by,  
While murmuring breezes sung its lullaby.  
The patient wife toiling over mortar rude,  
Crushing the grain to form their simple food;  
While other forms the lurid fires revealed,  
Preparing for the tribe their evening meal.  
Suspended from the bough, o'er rustic couch,  
Hang the dreaded rifle, tomahawk and pouch,  
And implements for fishing lying near—  
The glittering, the net, the barbed spear.  
The warrior circle seated on the ground;  
The frugal meal was served, the pipe passed round.  
The shades of evening gathered o'er the West,  
And chieftain, maid and warrior sank to rest.

## II.

It was a soft and solemn hour,  
When silence reigned o'er lake and bower,  
The silver moon in grandeur led  
The starry host, and mildly shed  
Its reffluent and unclouded light—  
Resplendent on the tranquil night.  
And myriads of stars that move,  
Obedient to the power above,  
Holding their silent intercourse  
Onward in their aerial course,  
Forever sparkling pure and bright,  
Mid regions of crystal light.  
The hour when lovers love to meet,  
In sweet embrace, in converse sweet;  
Whispering love's tale to listening ears  
Their fondest hopes, their wildest fears;

When lips meet lips in raptured bliss,  
 In passion's deep and fervid kiss;  
 When hearts in rapture fondly blend,  
 And dream not that such moments end;  
 The swelling breast, the bursting sigh,  
 Love wildly beaming from each eye;  
 Hand clasped in hand and heart to heart,  
 In smiles to meet, in tears to part.  
 Alas! They cannot last forever;  
 Time, chance, or fate may soon dis sever;  
 Then in those eyes we love are starting  
 The pearly tear-drops shed at parting.  
 Gemm'd like the morning flower with dew,  
 One last embrace, one kiss—adieu!

## III.

"It was the hour when, on his cot,  
 No more repining o'er his lot,  
 The toil-worn lab'rer in repose,  
 Forgetful of his many woes,  
 And every sense is buried deep  
 In sweet forgetfulness of sleep;  
 No saddening thought obtruding there,  
 To foster with corroding care;  
 No dreams of dark ambition wake  
 His senses from their tranquil state.  
 Sleep on! Let no fear beguile,  
 For vice would quail beneath that smile,  
 Which on his lips rest playfully—  
 Proof of the heart's tranquillity.  
 Not so with those who nursed in power,  
 Who boast a kingdom for a dower,  
 The wealthy poor, the poorly great,  
 The beggar kings of many a state,  
 Boasting a long ancestral line,  
 And ruling by a *right divine*;  
 The slaves of fortune or of power,  
 But seldom realize an hour  
 Of gentle peace, of tranquil rest,  
 Like that which fills the poor man's breast.  
 Sleep on! sleep on! The eye of heaven will keep  
 Its guardian watch upon thy sleep.

## IV.

"The moon shone soft from his meridian height,  
 Bathing the Indian camp with humid light,  
 When on the night air wildly there arose  
 A shriek that startled each from his repose.  
 Some danger threatened their beloved chief,  
 And each in haste drew near to his relief.  
 Stricken and low by some strange malady,  
 To them unknown, and knowing not the remedy.  
 In vain their prophet chanted incantations,  
 Or in their mystic rites performed oblations;  
 In vain their medicine man his knowledge tried,  
 The strange disease his remedies defied,  
 And 'ere the morning dawn the chieftain died.  
 In consternation dread they formed his bier,  
 And o'er his grave in silence shed a tear.  
 But 'ere another sun had pass'd away,  
 The chieftain's wife and children stricken lay.  
 Each day increased the horror and the dread,  
 As through their camp the dire contagion spread;  
 It seemed that fate, with unrelenting hand,  
 Had doomed the remnant of their fated band.  
 In vain, when racked with pain, the sufferer cried  
 For help from those untouched—it was denied.  
 Fear held them spell-bound, palsied every sense;  
 To aid was to incur the pestilence.



## V.

"When writhed the warrior, hadst thou seen  
 The conquering anguish on his mien!  
 In the last struggle of his stalwart frame,  
 His dauntless courage not e'en death could tame;  
 His longing eyes fixed on his fragile wife,  
 So loved, alas! the dismal wreck of life;  
 How as his glazing eyes met hers in death,  
 He heaved a bitter sigh with his last breath;  
 The last fond look bestowed on things below,  
 He winged his spirit flight to MANITOU.  
 And near him his attenuated wife,  
 In the last struggle of departing life,  
 With deep despair, tore from her anguished breast  
 The lovely babe that knew no other rest;  
 Lest the foul breath of dire pestilence  
 As yet unstricken—soon might bear it hence;  
 While others prayed for death in shrieking prayer,  
 And others raved the madness of despair;  
 And many a wandering brain by fever wrought,  
 The burning tongue the crystal waters sought;  
 Exhausted fell 'ere they could reach the wave  
 No hand to help them and no friend to save.  
 In vain the mother cried, the child, the daughter,  
 For one sweet drop—a simple cup of water;  
 While those who reached it with remaining breath,  
 Took their last drop and quivering sank in death.  
 To us in health, it seemed a little thing,  
 To have some friend a cup of water bring;  
 Yet when 'tis proffered unto feverish lips  
 Worn by disease, and these its coolness sips,  
 Of sweet refreshment, it will give  
 Strength to the weak, and make the eye revive;  
 Will give a shock of pleasure to the frame,  
 Robbing disease of many a throbbing pain.  
 It is a trifling thing to speak a phrase  
 Of common comfort, or of little praise;  
 By almost daily use its sense nigh lost;  
 Sweet drops of comfort at but little cost.  
 Yet on the ear of him who thought to die  
 Without one gentle word, one pitying sigh,  
 To perish by himself, and mourn, alone—  
 On such an ear will sympathy's sweet tone  
 Fall like sweet music from the distant spheres,  
 And the glazed eyes o'erflow with crystal tears—  
 Release the knotted hand, and palsied frame,  
 To feel the bonds of fellowship again.  
 And e'en when death its sad pilgrimage seals,  
 'Tis joy to know that there is one who feels—  
 That one of the great family is near  
 To shed a tear of pity o'er his bier.  
 Not thus the dying savage that lay  
 Upon the river shore on that day,  
 Those left untouched by raging pestilence,  
 Dreading the awful malady fled hence;  
 Shed on the sufferers one pitying sigh,  
 One frenzied look, and left them there to die  
 And when the day was ended, and the night,  
 Refulgent with the moon's unclouded light,  
 And twinkling stars that gemmed the heavens above,  
 Looked down upon the scene with eyes of love.  
 The solitude was broken by the howling  
 Of the fierce wolf, around the stricken prowling.  
 These, and the noisome buzzard of the wood,  
 Feasted on those unburied by the flood.

## VI.

"And thus they died! the beautiful, the brave!  
 Some on the river-bank, some in its wave;

No kindred arm outstretched to aid or save;  
 No hand, alas! to furnish even a grave!  
 And now an Indian maid or children glide  
 In light canoe upon the river tide;  
 In solemn silence and with recumbent head,  
 They pass the spot with undissembled dread.  
 And to the *Great Spirit*, ascends a prayer  
 For those who suffered, they who perished there."

LETTER FROM GEN. ARTHUR ST. CLAIR TO THE INDIANS, 1799.

This letter was read in every Indian village from the Ohio to the Sault de Ste. Marie in 1800. It was written at Cincinnati, October, 3, 1799, and dispatched per courier to the homes of the Indians:

TO THE CHIEFS OF THE POTTAWATOMIES, AND CHIPPEWAS, AND OTTAWAS:

*My Sons:* I send you this by Nangr, who has been here to pay me a visit. It gave me great pleasure to see him; but it was little we could say to each other, because there was not anybody here that could well speak your language.

I was able to learn from him, my sons, that you have been, and still are, anxious to see me. It was my design to have met you when your goods were delivered, but they were so late in coming that it is now out of my power, as our annual council is now sitting, and I cannot leave it, but I will send some persons in my place on whom you may depend.

Believe me, my sons, I wish well, as they do themselves, to all my red children; and the President of the United States will continue to love them and do them good; but there are people that make you uneasy; they love nobody but themselves, and because some of them have prevailed on individuals amongst you to make grants of lands to them, contrary to our laws and to all your former practice, that are not approved of, they give you no rest, but are always saying some disagreeable things or other to you. I tell you, and I tell the truth, that it is for your interest the United States do not approve those grants of land. Only consider a little: if every one of you, of yourselves, without the consent of the nation, may give away the lands that belong to you all, and at times when, perhaps, you have been made drunk on purpose, what will become of your wives and children?

Do you not see that it is to prevent your being cheated by bad men, who, if they can get your lands, do not care if you were all to perish with hunger, that the United States will not allow of their people to buy them but at a public treaty with the nation, when you are all sober, and know that you are not wronged nor wronging yourselves? If those private sales were countenanced, must not war be the certain consequence when you found your lands gone, and that you have got nothing of value for them? You would kill some of the people who lived upon them, who had, perhaps, no hand in cheating you; some of you would be killed in return, and all the mischiefs of war would follow.

As to the Canadians, my sons, who are living on lands which you have given to them, you need not be uneasy about them, neither need they be uneasy about the land. The United States will not take their farms from them; but they will not allow any of their people to be buying from you, in a private manner, the lands which are to support you and your families, and your children after you, by thousands of acres, and cheating you in the price at the same time.

I find it to be your wish that some person may be appointed at Detroit, to whom you may speak occasionally. Such agents can be appointed by the President only, and when he knows how much you wish for one, I do not doubt that one on whom you may depend will be appointed.

It is a great satisfaction to me, my children, that there is a peace between you and us; I am sure that it is best for both that it should continue forever. On our parts, nothing will be done to weaken it. But I know there have been people amongst you stirring you to take up the hatchet on account of the French. I do not believe that you will listen to them, because you will see the consequence; and if they should succeed in misleading you, the whole burthen must fall upon yourselves, for they cannot help you. The English will not, and the Spaniards are too far off to help you, and too weak to do it if they were willing. Drive, then, those persons away; they are your worst enemies, whatever they may say. On the friendship of your American brothers, who sprung out of the same soil with yourselves, you may safely depend. This is from your friend and father,

ARTHUR ST. CLAIR.

TREATIES WITH THE OTCHIPWES.

The first treaty between the United States and this tribe was signed at Hopewell, November 28, 1785, assigning boundaries. They were represented at Greenville in 1795; in 1805, they made a large cession of land, and again in 1808 extended this cession. In the inter-tribal council of pacification, held at Detroit in 1815, they took an important part. By the treaty of 1816, they ceded all their reserves in Ohio. The most important treaties, however, were those of Saginaw in 1819, of Sault de Ste. Marie in 1820, of Chicago in 1822, and of Detroit in 1834-55. By the latter treaty, all their lands in the Upper Peninsula, in Wisconsin, and Minnesota, were ceded to the United States. This gave to Michigan the great mineral region of the Northwest, and opened up to enterprising men a world of iron and copper.

## TREATY OF DETROIT

This treaty was negotiated at Detroit November, 17, 1807, by Gen. William Hull, United States Commissioner. Under it the lands from the Miami to the Great Auglaize River, and north to a line drawn west from the head of the St. Clair River; thence northeast to the White Rock in Lake Huron; thence east to the national boundary line; thence south by that line to a point east of the Miami, and west to the mouth of that river, were ceded to the United States. In consideration of this cession, the sum of \$3,333.33 was paid the Otchipwes; \$3,333.33 to the Ottawas; \$1,666.66 to the Wyandots; and \$1,666.66 to the Pottawatomies. The annuities granted, together with the above sums, were \$800 to the Otchipwes, \$800 to the Ottawas, \$400 to the Wyandots, and \$400 to Pottawatomies residing on the Huron and Raisin of Lake Erie. Under this treaty tracts of three miles square on Lake St. Clair, including Machonce's village, together with six square miles at other points to be selected by the Indians, were reserved. The Otchipwes who attached their totems to this treaty, were: Ma-man-she-gau-ta, or Bad-legs; Poo-qui-gau-boa-wie, Kiosk, Peewanshememogh, Poquaquet, or the Ball, See-gau-ge-wau, Quit-chon-e-quit, or Big Cloud, Qui-con-quish, Puck-ennesse, or Spark of Fire; Negig, or the Otter; Me-a-si-ta, Tonquish, Macquettequet, or Little Bear; Miott, Nemekas, or Little Thunder; Meu-e-tu-ge-sheck, or the Little Cedar; Sawanabenase, or Grand Blanc. The Wyandots were: Ska-ho-mat, Miere, or Walk in the Water; I-yo-na-yo-ta-ha. The witnesses were George McDougall, C. Rush, Jacob Visger, Joseph Watson, Abijah Hull, Harris H. Hickman, A. B. Hull, Whitmore Knaggs, and William Walker.

## TREATY OF WASHINGTON

This treaty was negotiated at Washington, D. C., May, 9, 1836, by Henry R. Schoolcraft, United States Commissioner, and the chiefs of the Swan Creek and Black River Indians of the Chippewa nation. The object of the treaty was to relocate the Indians, or rather to exchange their reservation in the vicinity of St. Clair lake and river, as granted to them by the treaty of Detroit, November 17, 1807, for other lands. The articles of this compact set forth, firstly: That the Swan Creek and Black River bands of Indians cede to the United States one tract of three miles square, or 5,760 acres, on Swan Creek of Lake St. Clair; one section and three-quarters near Salt Creek; one-fourth of a section at mouth of Riviere au Vasseau; and one tract of two sections near the mouth of Black River, containing in the aggregate about 8,320 acres. In consideration of these cessions of land, the Indians were promised the net proceeds of the sale of these, except the cost of survey and expenses of the treaty. On the ratification of the treaty, the Government advanced to the Indians \$2,500 in cash, and \$4,000 in merchandise which sums, together with treaty expenses, were deducted from the moneys realized from the sale of the reserves.

Together with this money consideration 8,320 acres of land west of the Mississippi, or north-west of St. Anthony's Falls, were distributed to the bands.

The chiefs whose signatures or totems were Eshtonouquot, or Clear Sky; Nay gee zhig, or Driving Clouds; Mayzin, or Cheekered, and Kee way gee zhig, or Returning Sky. The officials and witnesses present were Sam. Humes Porter, Secretary; Stephen T. Mason, Governor of Michigan; Lucius Lyon, John Holliday, Joseph F. Maisac, and George Moran.

## CESSION OF LANDS BY CHIPPEWAS, OTTAWAS AND POTTAWATOMIES

In 1816, 1,418,880 acres were ceded for \$12,000. In 1830, 4,160,000, except 16,640 acres reserved, were purchased by the United States for \$54,000. In 1835, 5,104,960 acres were ceded, 5,000,000 acres of which were reserved valued at \$6,250,000, and 1,104,960 granted in money and goods.

## OTTAWAS AND CHIPPEWAS

In 1820, St. Martin's Island was ceded in consideration of merchandise. In 1821, 5,500,000 acres, save 14,000 acres reserved, valued at \$17,500 were purchased for merchandise, valued at \$150,000. Chippewas, in 1807, ceded 7,862,400 acres in consideration of \$100,400. In 1819, they ceded 4,321,280 acres, except 10,240 acres reserved, valued at \$12,800, in consideration of \$41,200, or a total of \$54,000. In 1820, they ceded 10,240 acres in consideration of merchandise. In 1836, they ceded 8,320 acres, for which they were to receive the net proceeds of the sale of lands. In 1838, they ceded 7,000,000 acres in consideration of \$870,000 in money and goods and a reserve valued at \$12,800.



At the outbreak of the war of 1812, there were 1,000 warriors inhabiting the shores from Lake St. Clair to Michilimackinac. The Indian population of this district was about 5,000 souls.

In 1847, there were only 208 Indians of the Chippewas at Swan Creek and Black River, of all ages and sexes, subsisting by agriculture and fishing.

#### OTCHIPWE NAGAMON.

The following is the national hymn of the Otchipwes:

I.  
O, ye Indians,  
Come, draw near;  
Sing a song!  
As many as there are of you,  
Standing around,  
Who can sing well,  
Draw near!

II.  
The land of the Otchipwe—  
Come, let us praise,  
As we are singing.  
Indeed, beautiful is  
This, our country,  
Our good Father  
Has given us.

III.  
For the eminently  
Large Big Water  
Here is found.  
There is fish in abundance;  
The lake trout is here;  
Ah, how well tastes  
The whitefish!

IV.  
When the weather is fine,  
We sail about;  
It is pleasant.  
When it blows, aha!  
There are big waves,  
There is a great sound of waters;  
It is dreadful!

V.  
But back in the woods there are  
Divers animals  
That are useful.  
The beaver is dwelling there,  
The otter, the marten,  
The bear, the deer—  
The beautiful.

VI.  
In the field also,  
There is no scarcity  
Of things to eat;  
The potato, the Indian corn,  
Whortleberries, raspberries,  
And sundry other  
Fruits of the earth.

VII.  
But under the ground  
The German, the Irishman,  
Are working.  
They are gathering metal;  
They are hired laborers;  
The Big Knives (Americans)  
Are carrying off the spoils.

I.  
Anishmabedog,  
Ambe bi-jaiog,  
Nagamoio!  
Minik endashiieg,  
Bemigabawiieg,  
Netanagamoieg,  
Bi-ijaiog!

II.  
Otchipwe waki sa,  
Ambe wawindanda,  
Negamoiang.  
Geget guawatchiwan  
Ow kidakiminan.  
Ki-mino kossinan  
Gamininang.

III.  
Mi sa maiamawi  
Mitchag Kitchigami  
Oma eteg.  
Gigo bataini,  
Namegoss sa abi,  
Waw, minopogosi  
Atikameg.

IV.  
Menogipigakin,  
Ki-babamashimin,  
Minwendagwad.  
Nevadingin, ataia!  
Kitchimamangashka,  
Kitchimadweishka;  
Gotamiguad.

V.  
Nopiming dash abi  
Bebakan awessi  
Uenijishid.  
Amik ima abi,  
Nigig, wabijeshi,  
Makua, uawashkeshi,  
Gwenatchiwid.

VI.  
Kitiganing gaie  
Manciwad wamge  
Gewissining.  
Opin, mandaminag,  
Minan, miskwimiwig,  
Anotch go bekawak  
Netawiging.

VII.  
Awamakamig dash  
Maiagwed Jagawash,  
Anokiwig,  
Biwabikokewag,  
Anonigosiwig;  
Kitchimokomawag  
Mamigewag.

## VIII.

Thou, who art white,  
Well, thou shalt have  
What thou wouldst have  
For the Indian  
Is, nevertheless, well off,  
A little reserved patch only  
Shall be his own.

## IX.

Our Father, Thee  
We implore  
At the top of our voices;  
We who serve Thee,  
That Thou be merciful to us,  
Who are living in poverty  
Here on earth.

## VIII.

Uaibishkisiian,  
Mano ki gadaian,  
Uaaman  
Anishinabe ia  
Minotch minoaia,  
Ishkonigans eta  
O gadaian

## IX.

Nossiman, kin igo  
Ki wandotamago  
Epitoweng;  
Enokitagohang,  
Ychi Jawenimiliang  
Ketimagisiang  
Oma aking.

## INDIAN ORATORY.

The following brief speech was made by Sastarexy, chief of the Hurons, to La Motte, the French Commandant at Detroit. It had reference to the giving up, on the part of the Outawas, of *Le Pesant*, called *The Bear*, to atone for his murderous acts among the Miamis. Sastarexy did not believe that this great bear, so dreaded by the Indians, would be given into their hands. He was for wreaking his vengeance on some of the enemy that were at hand. *Le Pesant* was at Mackinac. He addressed La Motte as follows: "*My Father*—Let us say to you that we cannot believe that the Outawas will do what they have promised; for who is he that can overturn so great a tree (*Le Pesant*), whose roots, they themselves say, are so deep in the earth, and whose branches extend over all the lakes? There is meat here; why go farther to seek it? One is certain, the other is uncertain."

The following is the closing of a speech made by Logan, a chief of the Cayugas, after all his relatives had been murdered in cold blood, without provocation, by Col. Cresap, a white man.

"There runs not a drop of my blood in the veins of any living creature. This called on me for revenge. I have sought it. I have killed many. I have fully glutted my vengeance. For my country I rejoice at the beams of peace; but do not harbor a thought that mine is the joy of fear. Logan never felt fear. He will not turn on his heel to save his life. Who is there to mourn for Logan? Not one!"

The following is Black Hawk's speech, after he had failed to effect the deliverance of his people—Farewell, my nation! Black Hawk tried to save you, and revenge your wrongs. He drank the blood of some of the whites. He has been taken prisoner, and his flames are stopped. He can do no more. He is near his end. His sun is setting, and he will rise no more. Farewell to Black Hawk."

## REIGN OF THE CHOLERA.

The cholera entered the Indian settlements in 1823-24, and tended to increase the prevailing dread of some impending disaster. Providence, however, ruled that the pioneers should suffer alone from financial reverses, while the Indians should be carried away by disease. A large number of the doomed race then dwelling in the county perished, many fled to the wilderness to seek a hiding place, where the Great Spirit could not find them to pursue them with his vengeance. Even the wild woods did not shelter the poor savages from the terrible scourge. Throughout the forest, along the banks of each river and stream, the echoes of their dismal shrieks resounded, for a short while, and then died away in death. Happy Indians! They survived not to witness the sacred circles of their fathers, the burial grounds of their race, upturned by the plow, or covered with the homes and factories of civilized man, they were spared at least this last and most terrible affliction. The soldiers were attacked by the disease at Fort Gratiot in 1832. The poor fellows, flying from the pestilence, found a resting place near the houses of the settlers, while many died in the forest.

## PIONEER MANNERS AND CUSTOMS.

THE first and most important business of the pioneer upon his arrival was to build a house. Until this was done, some had to camp on the ground or live in their wagons—perhaps the only shelter they had known for weeks. So the prospect for a house, which was also to be a home, was one that gave courage to the rough toil, and added a zest to the heavy labors. The style of the home entered very little into their thoughts. It was shelter they wanted, and protection from stress of weather and wearing exposures. The poor settler had neither the money nor the mechanical appliances for building himself a house. He was content, in most instances, to have a mere cabin or hut—some of the most primitive constructions of this kind were half-faced, or as they were sometimes called “cat-faced sheds or wike-ups,” the Indian term for tent or hut. It is true, a “claim” cabin was a little more in the shape of a human habitation, made, as it was, of round logs, light enough for two or three men to lay up, about fourteen feet square—perhaps a little larger or smaller—roofed with bark or clapboards, and sometimes with the sods of the prairie, and floored with puncheons (log split once in two, and the flat side laid up), or with earth. For a fire-place, a wall of stones and earth—frequently the latter only, when stone was not convenient—was made in the best practicable shape for the purpose, in an opening in one end of the building, extending outward, and planked on the outside by bolts of wood notched together to stay it. Frequently a fire place of this kind was made so capacious as to occupy nearly the whole width of the house. In cold weather, when a great deal of fuel was needed to keep the atmosphere above freezing point—for this wide-mouthed fire-place was a huge ventilator—large logs were piled into the yawning space. To protect the crumbling back-wall against the effects of fire, two back logs were placed against it, one upon the other. Sometimes these were so large that they could not be got in in any other way than to hitch a horse to them. The animal was driven in at the door, when the log was unfastened before the fire-place. It was afterward put in position. The horse would be driven out at another door. For a chimney, any contrivance that would convey the smoke out of the building would do. Some were made of sods, plastered on the inside with clay; others—the more common, perhaps—were of the kind we occasionally see in use now, clay in sticks, or “cat in clay,” as they were sometimes called. Imagine, of a winter’s night, when the storm was having its own wild way over this almost uninhabited land, and when the wind was roaring like a cataract of cold over the broad wilderness, and the settler had to do his best to keep warm, what a royal fire this double back-log and well-filled fire-place would hold! It was a cozy place to smoke, provided the settler had any tobacco; or for the wife to sit knitting before, provided she had any needles and yarn. At any rate, it gave something of cheer to the conversation, which very likely was upon the home and friends they had left behind when they started out on this bold venture of seeking fortunes in a new land.

For doors and windows, the most simple contrivances that would serve the purpose were brought into requisition. The door was not always immediately provided with a shutter, and a blanket often did duty in guarding the entrance. But as soon as convenient, some boards were split and put together, hung upon wooden hinges and held shut by a wooden pin inserted in an auger hole. As a substitute for window glass, greased paper, pasted over sticks crossed in the shape of a sash, was sometimes used. This admitted the light and excluded the air, but, of course, lacked transparency. In regard to the furniture of such a cabin, it varied in proportion to the ingenuity of the occupants, unless it was when settlers brought with them their old household supply, which, owing to the distance some of them had come, was very seldom. It was easy enough to provide tables and chairs; the former could be made of split logs—and there are instances where the door would be taken from its hinges and used at meals, after which it would be rehung; the latter were designed after the three-legged stool pattern,



or benches served their purposes. A bedstead was a very important item in the domestic comfort of the family, and this was the fashion of improvising one: A forked stake was driven into the ground diagonally from the corner of the room, and at a proper distance, upon which poles reaching from each other were laid. The wall ends of the poles either rested in the openings between the logs, or were driven into auger holes. Bark or boards were used as a substitute for cords. Upon this the tidy housewife spread her straw tick, and if she had a home-made feather bed, she piled it up into a luxurious mound, and covered it with her whitest drapery. Some sheets hung behind it for tapestry added to the coziness of the resting place. The house thus far along, it was left to the deft devices of the wife to complete its comforts, and the father of the family was free to superintend out door affairs. If it was in season, his first important duty was to prepare some ground for planting, and to plant what he could. The first year's farming consisted mainly of a "truck patch," planted in corn, potatoes, turnips and other vegetables. Generally, the first year's crop fell short of supplying even the most rigid economy of food. Many of the settlers brought with them small stores of such things as seemed indispensable to frugal living, such as flour, bacon, coffee and tea. But these supplies were not inexhaustible, and once used were not easily replaced. A long winter must come and go before another crop could be raised. If game was plentiful, it helped to eke out their limited supplies. But even when corn was plentiful, the preparation of it was the next difficulty in the way. The mills for grinding it were at such long distances that every other device was resorted to for reducing it to meal. Some grated it on an implement made by punching small holes through a piece of sheet iron or tin, and fastening it upon a board in concave shape, with the rough side out. Upon this the ear was rubbed to produce the meal. But grating could not be done when the corn became so dry as to shell off when rubbed. Some used a coffee mill for grinding it: and a very common substitute for bread was hominy—a palatable and wholesome diet—made by boiling corn in a weak lye till the hull or bean peeled off, after which it was well washed to cleanse it of the lye. It was then boiled again to soften it, when it was ready for use, as occasion required, by frying and seasoning it to the taste. Another mode of preparing hominy was by pestling. A mortar was made by burning a bowl shaped cavity in the end of an upright block of wood. After thoroughly cleansing it of the charcoal, the corn could be put in, hot water turned upon it, when it was subjected to a severe pestling by a club of sufficient length and thickness, in the large end of which was inserted an iron wedge, banded to keep it there. The hot water would soften the corn and loosen the hull, while the pestle would crush it. When breadstuffs were needed, they had to be obtained from long distances. Owing to the lack of proper means for threshing and cleaning wheat, it was more or less mixed with foreign substances such as smut, dirt and oats. And as the time when the settlers' method of threshing and cleaning may be forgotten, it may be well to preserve a brief account of them here. The plan was to clean off a space of ground of sufficient size, and, if the earth was dry, to dampen it and beat it to render it somewhat compact. Then the sheaves were unbound and spread in a circle, so that the heads would be uppermost, leaving room in the center for the person whose business it was to turn and stir the straw in the process of threshing. Then as many oxen or horses were brought as could conveniently swing around the circle, and these were kept moving until the wheat was well trodden out. After several "floorings" or layers were threshed, the straw was carefully raked off and the wheat shoveled into a heap to be cleaned. This cleaning was sometimes done by waving a sheet up and down to fan out the chaff as the grain was dropped before it; but this trouble was often obviated when the strong winds of autumn were all that was needed to blow out the chaff from the grain. This mode of preparing the grain for flouring was so imperfect that it is not to be wondered at that a considerable amount of black soil got mixed with it, and unavoidably got into the bread. This, with an addition of smut, often rendered it so dark as to have less the appearance of bread than mud; yet, upon such diet the people were compelled to subsist for want of a better. Not the least among the pioneers' tribulations, during the first few years of the settlement, was the going to mill. The slow mode of travel by ox teams was made still slower by the almost total absence of roads and bridges, while such a thing as a ferry was hardly ever dreamed of. The distance to be traversed was often as far as from sixty to ninety miles. In dry weather,

common sloughs and creeks offered but little impediment to teamsters; but during floods and breaking up of winter, they proved exceedingly troublesome and dangerous. To get stuck in a slough, and thus be delayed for many hours, was no uncommon occurrence, and that, too, when time was an item of grave import to the comfort and sometimes even to the lives of the settler's family. Often a swollen stream would blockade the way, seeming to threaten destruction to whoever would attempt to ford it. With regard to roads, there was nothing of the kind worthy of the name. Indian trails were common, but they were unfit to travel on with vehicles. They were mere paths about two feet wide—all that was required to accommodate the single file manner of Indian traveling. When the early settlers were compelled to make these long and difficult trips to mill, if the country was prairie over which they passed, they found it comparatively easy to do in summer when grass was plentiful. By traveling until night, and thence camping out to feed the teams, they got along without much difficulty. But in winter such a journey was attended with no little danger. The utmost economy of time was, of course, necessary. When the goal was reached, after a week or more of toilsome traveling, with many exposures and risks, the poor man was impatient to immediately return with the desired staff of life, but he was often shocked and disheartened with the information that his turn would come in a week. Then he must look about for some means to pay expenses, and he was lucky who could find employment by the day or job. Then, when his turn came, he had to be on hand to bolt his own flour, as, in those days, the bolting machine was not an attached part of the other mill machinery. This done, the anxious soul was ready to endure the trials of a return trip, his heart more or less concerned about the affairs of home. Those milling trips often occupied from three weeks to more than a month each, and were attended with an expense, in one way or another, that rendered the cost of breadstuffs extremely high. If made in the winter, when more or less grain feed was required for the team, the load would be found to be so considerably reduced on reaching home that the cost of what was left, adding other expenses, would make their grain reach the high cash figure of \$3 to \$5 per bushel. And these trips could not always be made at the most favorable season for traveling. In spring and summer, so much time could hardly be spared from other essential labor; yet, for a large family, it was almost impossible to avoid making three or four trips during the year.

Among other things calculated to annoy and distress the pioneer, was the prevalence of wild beasts of prey, the most numerous and troublesome of which was the wolf. While it was true, in a figurative sense, that it required the utmost care and attention to "keep the wolf from the door," it was almost as true in a literal sense. There were two species of these animals—the large, black timber wolf and the small gray wolf that usually inhabited the prairie. At first, it was almost impossible for a settler to keep small stock of any kind that would serve as a prey to these ravenous beasts. Sheep were not deemed safe property until years after, when their enemies were supposed to be nearly exterminated. Large numbers of wolves were destroyed during the early years of settlement. When they were hungry, which was not uncommon, particularly during the winter, they were too indiscreet for their own safety, and would often approach within easy shot of the settlers' dwellings. At certain seasons, their wild, plaintive yelp or bark could be heard in all directions and at all hours of the night, creating intense excitement among the dogs, whose howling would add to the dismal melody. It has been found by experiment that but one of the canine species—the hound—has both the fleetness and the courage to cope with his savage cousin, the wolf. Attempts were often made to capture him with the common cur, but this animal, as a rule, proved himself wholly unreliable for such service. So long as the wolf would run, the cur would follow; but the wolf being apparently acquainted with the character of his pursuer, would either turn and place himself in a combative attitude, or else act upon the principle that "discretion is the better part of valor," and throw himself upon his back in token of surrender. This strategic performance would make instant peace between these two scions of the same house; and not infrequently dogs and wolves have been seen playing together like puppies. But the hound was never known to recognize a flag of truce: his baying seemed to "signify no quarters," or, at least, so the terrified wolf understood it. Smaller animals, such as panthers, lynxes, wild cats, catamounts and polecats, were sufficiently numerous to be troublesome. And an exceeding source of annoyance were the

swarms of mosquitoes that aggravated the trials of the settler in a most exasperating degree. Persons have been driven from the labors of the field by their unmerciful assaults. The trials of the pioneer were innumerable, and the cases of actual suffering might fill a volume of no ordinary size. Timid women became brave through combats with real dangers, and patient mothers grew sick at heart with the sight of beloved children failing in health from lack of common necessities of life. The struggle was not for ease or luxury, but was a constant one for the means of sustaining life itself.

#### PIONEER MOTHERS.

What shall we say of the true women—the pioneer women of this county? Ah! the past, with its lights and shadows, its failures and its successes, its joys and its privations, is well remembered by the surviving pioneer, and happily in many instances by his children. Many a pioneer of the township of this county has already gone to his rest on the hill that gave to those near and dear to him a first outlook upon the pioneer life that was to come—a life destined to develop those forces of the head and heart—forces which, in the luxury and ease of an older civilization, rarely appear upon the surface of society.

It was not always the dark side of the facies which was turned toward the pioneer, for though many of the immigrants were rough, and in many instances ungodly, yet manhood and womanhood were here in all their strength and beauty, and nowhere in the world of created intelligence did God's last, best gift to man more clearly assume the character of a helpmate than in the log-cabin, and amid the rough and trying scenes, incidental to a home in the wilderness. Ever foremost in the work of civilization and progress, the pioneer woman—the true woman—was to-day physician, to-morrow nurse, and the following day teacher of the primitive school. Withal, the woman was busily engaged in that wearisome round of household work which knows no cessation. Early and late, all the year round, the pioneer woman acted her part well. From year to year, as through many privations and much new and strange experience of that necessity which is the mother of invention, wife and husband joined hand to hand to work out under the green arches of the wilderness the true beginnings of St. Clair County. To the pioneer mothers of St. Clair honor belongs. The many who are gone to their rest left a memory to honor—treat the living mothers well and tenderly.

#### THE OLD WHIPPING-POST.

There seems to be some misapprehension among "the old fellows" as to when "the cat-o'-nine tails," as a punishment for certain crimes and offenses, was authorized by law in the Territory of Michigan, and when it was abolished or prohibited.

1. By an act of the Governor and Judges, approved November 4, 1815, any negro, Indian, or mulatto slave, who should be convicted of any offense except murder, might be sentenced to any corporal punishment, not extending to life or limb, as the court or justice trying the case might in their discretion direct. This meant the "cat," if adjudged proper. This law was re-enacted on May 17, 1820.

2. Next came the act of July 27, 1818, adopted from the laws of Vermont. Especial attention is invited to the comprehensive list of offenses contained in the act that might be punished at the whipping-post and by the "cat" well laid on, that is to say: Vagrants; lewd, idle and disorderly persons; stubborn servants; common drunkards; common night walkers; pilferers; persons wanton in speech, conduct or behavior; common railers or brayers; such as neglect their calling or employments, mis-spend what they earn and do not provide for themselves or families. This is the luxurious list of petty offenses named, and it came from the State of Vermont, too. And how a vein of brutality and meanness runs through the list, which the "ninetails" was so well calculated to expel and thoroughly eradicate from the smoking perpetrator. Detroit must have been rather an unwholesome place for tramps in those days, and how would such a law and punishment now clear the city, very soon, of sneaks, vagrants and disorderly persons.

3. The "cat" seems to have been exercised in Woodward avenue, a little south of Jefferson avenue, between the old Central Market which stood there, and King's corner, so called



Some of "the old fellows" say that a post stood there near the curb-stone, as a "standing admonition" to all evil-disposed persons. And some say that the offender was sometimes tied up to the corner post of the old market, where he received his blessing; but, however the thing was done, all agree who saw and remember it, that the *cat*, in the language of some of the statutes, "was well laid on." In conversation on the subject, there are found many persons who think that this punishment ought to be restored, and that it would soon clear the country of tramps, vagrants and other pests of society, who, now, as a punishment of crimes, find comfortable quarters in houses of correction and in other places of confinement.

4. The statute of 1818, was in substance re-enacted by an act approved April 27, 1827.

5. Finally, by an act approved March 4, 1831, the punishment of whipping was abolished. While the last-named statute is repealed by an act approved November 25, 1834, the prohibition of the punishment by whipping is re-asserted in the act of repeal.

6. According to this record, the authority for punishment at the whipping-post was continued until March, 1831, since which time no such authority has existed in this State. The operation of the "cat" in one of the principal streets of a village is said to have been a subject of general attraction. Hundreds gathered round to see the sight, while adjacent windows were filled with spectators. The performance meant business, and there was no boy's play about it. It was a salutary and earnest admonition to all evil-doers.

Slavery was introduced into this district about 1794. At that time, an imitator of Jacob worked seven years in Meldrum & Park's mill to earn one of that firm's female slaves for his wife.

#### SEASONS OF SICKNESS.

Among the numerous troubles which the pioneers and old settlers of St. Clair had to encounter, was the common ague, generated by miasmas arising from the low lands along the shore of the lake, and from the decaying vegetable matter in the swales of the interior and along the Riviere aux Hurons. This disease, known also as the chills and fever, formed, as it were, a stumbling block in the way of progress, and one of the great arguments presented by the traders against the settlement of the district by the American pioneers. The disease was a terror to the people who did make a settlement here. In the fall of the year, every one was ill—every one shook, not hands as now; but the very soul seemed to tremble under the effects of the malady. Respecting neither rich nor poor, it entered summarily into the system of the settlers, and became part and parcel of their existence—all looked pale and yellow as if frost bitten. It was not literally contagious; but owing to the diffusion of the terrible miasma, it was virtually a most disagreeable if not dangerous epidemic. The noxious exhalations of the lake shore and inland swamps continued to be inhaled or absorbed from day to day, until the whole body became charged with it, as with electricity, and then the shock came. This shock was a regular shake—a terrific shake, with a fixed beginning and ending, coming on each day or alternate day, with an appalling regularity. After the shake came the fever, and this last phase of the disease was even more dreaded than the first. It was a burning, hot fever, lasting for hours. When you had the chill you could not become warm, and when you had the fever you could not get cool—it was simply a change of terrific extremes.

This disease was despotic in every respect. If a wedding occurred in the family circle it was sure to attack a few, if not all, of those participating in the festivities. The funeral processionists shook as they marched to some sequestered spot to bury their dead friend.

The ague commonly had no respect for Sunday or holidays. Whether the people were engaged in the sacred, profane, or ridiculous, ague came forward to the attack, and generally succeeded in prostrating its victims.

After the fever subsided, you felt as if you had been some months in the Confederate Hotels, known as Andersonville and Libby Prisons, or as if you came within the influence of some wandering planet—not killed outright, but so demoralized that life seemed a burden. A feeling of languor, stupidity and soreness took possession of the body—the soul itself was sad, and the sufferer was driven to ask himself the question: What did God send me here for, anyway?

Your back was out of fix, your appetite crazy, your head ached, and your eyes glared. You did not care a straw for yourself or other people, or even for the dogs, which looked on you sympathetically. The sun did not shine as it used to—it looked too sickly by half—and the moon, bless your soul! the sufferer never ventured to look at her—but rather wished for the dissolution of himself, the sun, moon, earth and stars.

#### EVENING VISITS

The evening visits were matters long to be remembered. The chores of the day performed, it was common for the farmer to yoke his cattle, hitch them to a sleigh, and drive the whole family over the snow-covered land to the fireside of some well-known friend many miles distant. Perhaps by agreement several families met, and then were such chattings of politics, of live-stock affairs, of tradings made or prospective, in fact of the past, present and future.

There were all those interesting matters of household care and labor as held the mothers in breathless and rapid conversation. The shying and blushing of the older girls, because some boys, just about as big were there; the nervous pinchings of fingers and pulling of coat tails, told plainly that big boys, too, were ill at ease—boys and girls were bashful, blushing creatures in those olden days. In the back room, how the little folks did play blind man's buff, how they were joined by their seniors, and how the game went on until supper was announced at about the hour before midnight. Such setting out of all the substantial would be a sight to-day. Then came the sauces of all sorts, the pies and cakes, and cookies, and honeys, till all cried, enough. Then came the counter-invitations, the good-byes and leave-takings, after every and all approved styles. This performed, the guests started for home to enjoy sleepiness and slight headaches the next day. These were good old times. Social life at that day was eminently sincere!

#### NUPTIAL FEASTS IN EARLY TIMES.

The festivities attendant on the union of two souls in pioneer days formed a great attraction. There was no distinction of classes, and very little of fortune, which led to marriages from the first impressions of that queer idea, called love. The family establishment cost but little labor—nothing more. The festivities generally took place at the house of the bride, and to her was given the privilege of selecting the Justice of the Peace or clergyman whom she wished to officiate. The wedding engaged the attention of the whole neighborhood: old and young, within a radius of many miles, enjoyed an immense time. On the morning of the wedding day, the groom and his intimate friends assembled at the house of his father, and after due preparation set out for the home of his girl. This journey was sometimes made on horseback, and sometimes on the old time carts of the early settlers. It was always a merry tour, made so by the bottle, which cheers for a little time, and then inebriates. On reaching the house of the bride, the marriage ceremony was performed, and then the dinner or supper was served. After this meal, the dancing commenced, and allowed to continue just so long as any one desired to step jauntily about to the music of the district violinist. The figures of the dance were three or four handed reels, square sets and jigs. So far the whole proceedings were, in the language of our modern æsthetic girls, too utterly utter. The commencement was always a square four, followed by what pioneers called jigging; that is, two of the four would single out for a jig, and their example be followed by the remaining couple. The jigs were often characterized by what was called the cutting out, that is when either of the parties became tired of the dance, on intimating a desire to retire, his place was supplied by some one of the company, without interrupting the dance for a moment. In this way the reel was continued until the musician himself was exhausted.

About nine or ten o'clock in the evening, a deputation of young ladies abducted the bride, as it were, and placed her in her little bed. In accomplishing this, they had usually to ascend a ladder from the kitchen to the upper floor. Here in this simple pioneer bridal chamber, the young, simple minded girl was put to bed by her enthusiastic friends. This done, a deputation of young men escorted the groom to the same apartment, and placed him snugly by the side of his bride. Meanwhile the dance continued. If seats were scarce, which was generally the case, every young man, when not engaged in the dance, was obliged to offer his lap

as a seat for one of the girls—an offer sure to be accepted. During the night's festivities, spirits were freely used, but seldom to great excess. The infair was held on the following evening, when the same order of exercises was observed.

#### FORM OF MARRIAGE RECORD.

TERRITORY OF MICHIGAN, )  
COUNTY OF ST. CLAIR. ) TO ALL WHOM IT MAY CONCERN:

Know ye that on this day, the twenty-sixth of November, in the year of our Lord one thousand eight hundred and thirty, Louis Bertrand and Maria Petit have been joined in the holy bonds of matrimony, according to law, at St. Clair, by the undersigned.

F. J. BADIN, *Catholic Missionary in the Territory of Michigan.*

#### LETTER OF INQUIRY.

The following is a verbatim copy of the letter, with no alteration in the orthography or punctuation:

April the 8 1870.

Squire miney Sir about eight yeares ago Susanahn burse was mearrid to augustus Christy I sed eight but It Is nine was marrid by Squire miney now what I want to know If our mearrig was recordid it will be a to youre inrest to informm mee of the particklars i want to know emadialy if you please.

Please direct LGrensburg

Susanahn Christy

India

If this leter does fall in in Squire mineys hand eney Squire will do please informe me if to parties is will to be divorce how much will cost to get it.

Some lawyear of port huron i dont care hoo that will take it upon his self to in formm mee of the pear-tikalars i will rewarde him also.

#### THE PIONEER FUNERAL.

The occurrence of religious worship was a stated means of friendly meeting, so that most of the settlers were in the habit of attending, although they were not all professors of religion. To enjoy such meetings many came long distances. Nor were they so delicate or so daintily dressed that a threatening cloud kept them at home. Perhaps it was on funeral occasions that social sympathy found most conspicuous expression. Few of the settlers were absent at such times. There was no officiating sexton, no pall, no hearse, then. The people met at the house of the bereaved, then formed in double file, and slowly wended their way to the schoolhouse, where services were held. In procession the able bodied men went first as bearers, and by successive changes carried on their shoulders the rude bier on which rested the coffin. The services over, the processionists resumed the march, and with silent tread proceeded to the open grave. Here thanks were given to the attendants by the clergy in behalf of mourning friends. Then followed timely admonition, and the fervent prayer, the filling of the grave by the same strong hands, then the benediction, and then the wending of ways to the sad homes of those who mourned, and of those who most sincerely sympathized.

#### THE OLD POST OFFICE.

A special event was the arrival of the weekly mail. The old red chest, upon which the contents of the pouch were cast, was often surrounded then, as such a one might be now, with palpitating hearts, waiting to be glad or sad, as something or nothing was in store for them. There were lovers then, as now, and to them as these, the mails were slow coaches. There were politicians, too, panting for the latest news, all alive to learn whether Adams or Jackson was the victor. And then there were those lonely hearts who had left the dear old homes far away to the eastward, who never ceased to dwell upon the memories of their childhood, and to think of dear ones left behind. At even-time in more than one little hamlet, when the tinkling of the cow-bell and the song of the whip-poor-will were just beside the door, and the cricket sang his hearth song, dew drops were falling outside, and tear drops within. Usually a visit afterward to the old homestead was a panacea for all these ills, and most returned from the eastern visit weaned from the old home and ever after happy in the new.

Letters in such days as these, how precious they were, read and re-read, worn out by reading, worn into the memory. Letters then were of joyful import, and then, as now, letters breathing saddest sorrows, telling them as only stricken hearts can sometimes write when griefs are too great for other utterance.

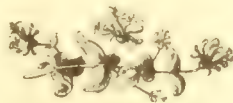


## RETROSPECT.

How natural to turn our eyes and thoughts back to the log cabin days, and contrast them with the homes of the present time. Before us stands the old log cabin. Let us enter. Instinctively the head is uncovered in token of reverence to this relic of ancestral beginnings and early struggles. To the left is the deep, wide fire-place, in whose commodious space a group of children may sit by the fire, and up through the chimney may count the stars; while ghostly stories of witches and giants, and still more thrilling stories of Indians and wild beasts, are whisperingly told, and shudderingly heard. On the great crane hang the old tea kettle and the great iron pot. The huge shovel and tongs stand sentinel in either corner; while the great andirons patiently wait for the huge back log. Over the fire place hangs the trusty rifle, on the right side of the hearth stands the spinning wheel; while in the further end of the room, is the loom, looming up with a dignity peculiarly its own. Strings of drying apples and poles of drying pumpkins are overhead. Opposite the door by which you enter stands a huge deal table; by its side the dresser, with pewter plates and shining delf catching and reflecting the fire place flame, as shields of armies do the sunshine. From the corner of its shelves coyly peep out the relics of former china. In a curtained corner, and hid from casual sight, we find the mother's bed; and under it, the trundle bed; while near them a ladder indicates a garret where the older children sleep. To the left of the fire place, and in the corner opposite, the spinning wheel forms the mother's work-stand; upon it lies the Holy Bible, evidently much used—its family record telling of parents and friends a long way off, and telling, too, of children

"Scattered like roses in bloom,  
Some at the bridal, and some in the tomb."

Her spectacles, as if just used, are inserted between the leaves of her Bible and tell of her purpose to return to its comforts when cares permit and duty is done. A stool, a bench, well notched and whittled, and carved, and a few chairs, complete the furniture of the room. All these articles stand on the coarse, but well scoured floor. Let us for a moment watch the city visitors to this humble cabin. The city bride, innocent, thoughtless and ignorant of labor and care, asks her city bred husband, "Pray, what savage has set this up." Honestly confessing his ignorance, he replies, "I do not know." Then see the couple upon whom age sets, frosty but kindly. First as they enter, they give a rapid glance about the cabin hence, and then a mutual glance of eye to eye. Why do tears start and fill their eyes? Why do lips quiver? There are many who know why; but who, that has not learned in the school of experience the full meaning of all these symbols of trials and privations, of loneliness and danger, can comprehend the story they tell to the pioneer? Within this chinked and mud daubed cabin, we read the first pages of our history, and as we retire through its low doorway, and note the heavy battened door, with its wooden hinges, and its welcoming latch string, is it strange that the outside scenes would seem to be but a dream? The cabin and the palace standing side by side, in vivid contrast, tell the story of the people's progress—they are history and prophecy in one.



## FRENCH PIONEERS.

THE history of the French in Michigan begins with the coming of Joseph Le Carron, a French Recollet priest, in 1615, to St. Joseph Island Mackinac, the Sault, and southward to the foot of Lake Huron. In 1623, Rev. Nicholas Veil and Frere Gabriel Sagard—the first historian of Michigan—traversed the country bordering on Lake Huron. In 1628-30, Jean Nicolet, the explorer of Wisconsin, traversed the upper lake region; afterward Peres Isaac Jacques and Raymbault visited the Indians along the western shores of the lake, as recorded by Peres Drulillets and Marest. Then came Marquette, Joliet, La Salle, Hennepin. To those early explorers we must look for the foundation of the history of the great West, and of Michigan in particular.

### LA SALLE AND HENNEPIN.

The Griffin was finished August 4, 1679, and her sails set, a trial trip made, and the name she bore bestowed upon her by Father Hennepin. On the 5th, five small cannon were placed in position. The 7th was the day appointed for entering upon that voyage over the *Gitchi Gomee*, or great inland seas. The morning arrived, the sun shown forth as it were a sea of gold, a favoring breeze played upon the waters, the cataract of Niagara, six miles below, reduced its roar to music, while from La Salle's new fortress the song of the *Te Deum* swelled upon the morning air. The sails were set, Robert de la Salle, commander of the Griffin, Father Louis Hennepin, historian and chaplain, with the pilot, and a number of hunters and trappers, were embarked, the cables which kept the little vessel fast were unloosed, and their voyage toward the setting sun entered upon.

Three days after setting out, the vessel was anchored opposite *Techusagrondie*, a Huron village then occupying the site of the present city of Detroit. From this point to the head of the St. Clair River, many Indian villages were found to exist, all of them unacquainted with the white man, save that small knowledge of him which they might have gained during the brief stay of the Jesuit fathers. Seven years after the Griffin succeeded in battling with the fierce current which then swept past the present site of Fort Gratiot, M. du Lhut caused the position to be garrisoned, and a strongly fortified trading post to be erected. This was completed in the fall of 1686, and the name of Fort St. Joseph conferred upon it, but its possession was so opposed to the ideas of French economy, that in July, 1688, the garrison received orders to evacuate the post, and to report at Michilimackinac.

On July 24, 1701, Monsieur de la Motte Cadillac, Capts. Tonti, Chacornacle and Dugue, in command of fifty regular troops, arrived at Detroit. The expedition was accompanied by a Recollet Chaplain and a Jesuit Father, who had come as a missionary priest, together with fifty trappers, traders and hunters. Before the close of August, 1701, the first fort erected in Michigan, if we except Du Lhut's fortified trading post, at the head of the St. Clair, was a reality. This occupied the ground extending from the Joseph Campau homestead to Shelby, and thence to Woodbridge street, a point now removed from the river bank, but which at that time would represent the head of the bank itself. The position was called Fort Pontchartrain.

Within a few years, 1703, thirty Hurons from Michilimackinac became settled at Detroit. Between 1701 and September, 1703, the settlement was further strengthened by bands of Ottawa-Sinagos, Miamis, Kiskakons and Loups, all flocking to Fort Pontchartrain, to witness the magnificence of La Motte Cadillac and his command. Previous to 1706, the number of enemies made for himself by Cadillac among his own countrymen brought many and serious troubles into the very heart of the French posts at Detroit and at Michilimackinac. During the troubles at Detroit, Rev. Father Constantine and Jean la Reviere were stabbed by the Ontawas, during their circumvallation of the fort, which continued forty days; until they raised the siege.

In 1707, Jean la Blane, second chief of the Ontawas, with Le Brochet, Meykacuka, Sakina, Kinongé, Meaminau, Menekonnak and another chief visited the Governor of Montreal, and offered to make restitution; but the officer ordered them to report to Cadillac. The deputation returned to Detroit, August 6, 1707, when the commandant, Cadillac, addressed the Ontawas, Hurons, Miamis and Kiskakons in turn; the council was in session four days; but at the close the Indians agreed to deliver Le Pesant, the great disturber, into the hands of the French. He was handed over to the garrison; but unfortunately received a full pardon from Cadillac. This created a want of confidence in the French among the Miamis, Hurons and Iroquois, resulting in the killing of three Frenchmen, and created much disaffection in every Indian village.

In September, 1708, there were only twenty-nine inhabitants of Detroit who were the actual owners of lots and houses within the stockade. Of the entire number of acres surveyed at that time—353 roods in toto—those twenty-nine freeholders owned only forty six roods, the Hurons one hundred and fifty roods, and the Chevalier de Cadillac 157 roods. The entire number of Frenchmen at the post then was sixty-three, of whom thirty four were traders, who sold brandy, ammunition and trinkets in that and the neighboring Indian towns. During the war between France and England, which terminated in 1713, trouble after trouble surrounded Detroit. In 1712, Outagamies and Mascoutins laid siege to Fort Pontchartrain, then in charge of M. du Buisson, with thirty soldiers. The church and other buildings outside the stockade were pulled down, lest the besiegers would set fire to the pile with a view of burning the fort itself. The circumvallation of the post and hourly assaults on it, were kept up for a period of thirty days, when the Indian allies of the French arrived from their hunting expeditions—both Hurons and Miamis, drove the Outagamies and Mascoutins to their intrenchments, and confined them there for nineteen days, until in the darkness of night they withdrew to Presque Isle, twelve miles above Detroit. Thither the Hurons and Miamis pursued them, and forced a capitulation, which resulted in the massacre of all the men of both tribes, and the captivity of their wives and children. The Outagamies and Mascoutins who were not actually killed on the Island, were brought to Detroit, where the Hurons continued to destroy four, five and six per day, until the last of those warriors who laid siege to the post were no more. The massacre resulted in the death of 800 men, women and children belonging to the besieging tribes at the hands of the Hurons and Miamis.

The decade closing in 1724 was one which tried the souls of the French inhabitants of Detroit. The sale of brandy and other abuses were prohibited and a great moral change effected in the manners, customs and habits of the white garrison and settlers. A council of the Hurons, Ontawas and Pottawatomies was held near the fort June 7, 1724, under Capt. Tonti, then commandant. The great Indian Sastarexy of the Huron tribe was the principal speaker, and the results obtained were of a comparatively conciliating character, so much so that by the year 1725 the Outagamie savages acknowledged the French king in precisely the same manner as did the other allies of the French. About this period, also, the log house, known as St. Anne's Church, was built, new barracks erected, about forty five dwelling houses brought into existence, and the new stockade, with bastions and block-houses raised. The circular road or *chemin du ronde* was laid out, and numerous improvements made in the vicinity of the Government House. In 1746, the old French war may be said to renew itself; but not until 1749 did the contest with the English soldiers take any regular form. A decade later, the French power in Canada was destroyed, and in 1760 all the French possessions, from Lake Michigan to the Gulf of St. Lawrence, were in the hands of the conquering Normans and Anglo-Saxons. Capt. Bellestre, then commandant at Detroit, surrendered to Maj. Robert Rogers in October, 1760.

In 1762, the famous Indian, Pontiac, called a council of the tribes at La Riviere á l'Ecorse near Detroit, at which council the Ottawas, Chippewas and Pottawatomies, of Grand Saginaw, Clinton, Black and St. Joseph Rivers, were present, together with the Indians of Detroit and bands of Delawares, Iroquois, Illinois and Senecas. Minavavana head chief of the Ojibwas, adopted a plan similar to that of Pontiac, and succeeded in destroying the soldiers of the English garrison at Michilimackinac. Pontiac's strategy failed at Detroit.



The historian, Bancroft, referring to Detroit and St. Clair districts as they appeared to the settlers of 1763, just previous to Pontiac's military enterprise, says: "Of all the inland settlements, Detroit was the largest and most esteemed. The deep, majestic river, more than a half mile broad, carrying its vast flood calmly between the straight and well defined banks, imparted a grandeur to a country whose rising grounds and meadows, plains festooned with prolific wild vines, woodlands, brooks and fountains were so mingled together that nothing was left to desire. The climate was mild and the air salubrious. Good land abounded, yielding maize, wheat and every vegetable. The forests were natural parks stocked with buffalo, deer, quail, partridge and wild turkey. Water fowl of delicious flavor hovered along its streams, which streams also yielded to the angler a large quantity of fish, particularly white fish. There every luxury of the table might be enjoyed at the sole expense of labor."

This cheerful region attracted both the barbarian and the child of civilization: the French had so occupied both banks of the river that their numbers were rated as high as 2,500, of whom 500 were liable to and able for military service—representing 300 or 400 French families. However, an enumeration made in 1764 points out just sufficient white men there to form three military companies; while four years later the census of the place places the entire population at 572. The French dwelt on farms which were about three or four acres wide on the river front, and eighty acres deep.

The fort, then under Maj. Gladwyn, did not vary much from that known in the days of French dominion. Close by, Catharine, the Pocahontas of Detroit, lived. She it was who informed Gladwyn of the intentions of the Indians; she, who related to William Tucker, one of the soldiers at the fort, the story of Pontiac's plot, and made him acquainted with the designs of that Indian chieftain, and to her is due in full measure, the averting of that terrible doom, which hung so heavily over the English garrison of Detroit, May 6, 1763. The death of Maj. Campbell at the hands of an Indian, whose uncle had been killed by the English at Michilmackinac, the sixty days' siege, the capture of the English supply convoy, within sight of the fort, and the round of duty imposed upon the soldiers, are all characteristic of that time. William Tucker, one of whose descendants has taken a deep interest in the history of this district, states: "I was a sentinel on the ramparts, catching a few hours' sleep, with my clothes on and a gun by my side, for sixty days and nights." During the last day of July and the 1st of August, 1763, Capt. Dalzell's force was surprised near Maloche's house, and lost seventy men killed and forty wounded. For some years after this affair, Detroit was free from Indian assaults, treaties of peace were negotiated, and everything resumed that happy stand-ard reached under the French. Now, however, the echoes of the Revolution were heard at Detroit: Maj. Le Nault, a Frenchman in the English service, built Fort Le Nault in 1778 in anticipation of the American siege, and this name the new fortress bore until 1812, when the name Fort Shelby was conferred upon it. Soon the American General St. Clair, Anthony Wayne, Harmar, and the soldiers of the Revolution came to claim the Northwest Territory as organized by Congress in 1787. The treaty of Greenville negotiated, August, 1795, with the Indians, conveyed Detroit and the entire Northwest to the United States, and one year later, Capt. Porter, in command of a company of United States troops, entered Detroit, and placed the stars and stripes and *fleur de lis* where the English flag so recently floated. Previously, the British garrison evacuated the post, after committing many acts of the lowest description, and placed it in possession of an old African, with whom the keys were subsequently found.

From this period until 1805, the settlement of Detroit and the lake and river shore gradually advanced, which the fire of 1805 did not retard. In 1806, Tecumseh and Ellshwatawa, at the head of the Indian confederacy, threatened Detroit and the settlements along the lake and Riviere aux Hurons, or Clinton, as far north as Mackinac, but the treaty of 1807 between that enigmatical Governor Hull—and the Ottawas, Chippewas, Pottawatomies and Wyandots, was effective in allaying excitement, and in conferring a spirit of confidence on the settlers.

The war against the British, declared by Congress June 18, 1812, was unfortunate for the Northwest in many respects, as there was nothing in readiness to meet the well-organized British troops. All this resulted in the scandalous, if not treacherous, surrender of Hull. Gen. Harrison's command eventually took possession of Detroit: Col. Lewis Cass was commissioned

Governor, and under his able administration, Michigan entered upon that political, social and commercial course which led her to her present greatness.

#### PRIVATE CLAIMS.

Soon after the organization of the Northwest Territory, the subject of claims to private property therein received much attention. By an act of Congress, approved March 3, 1805, lands lying in the districts of Vincennes, Kaskaskia and Detroit, which were claimed by virtue of French or British grants, legally and fully executed, or by virtue of grants issued under the authority of any former act of Congress by either of the Governors of the Northwest or Indiana Territory, which had already been surveyed, were, if necessary, to be re-surveyed; and persons claiming lands under these grants were to have until November 1, 1805, to give notice of the same. Commissioners were to be appointed to examine, and report at the next session of Congress. An act was also passed, approved April 25, 1806, to authorize the granting of patents for lands, according to Government surveys that had been made, and to grant donation rights to certain claimants of land in the district of Detroit, and for other purposes. Another act was approved May 11, 1820, reviving the powers of the Commissioners for ascertaining and deciding on claims in the district of Detroit, and for settling the claims to land at Green Bay and Prairie du Chien, in the Territory of Michigan: the Commissioners discharged the duties imposed on them, and in their report to Congress in reference to the claims, they said that the antiquity of settlement being, in their view, sufficiently established, and that they being also satisfied that the Indian title must be considered to have been extinguished, decide favorably on the claims presented. About seventy-five titles were confirmed, and patents for the same were sent to the proper parties by the Government. In relation to the Prairie du Chien titles, they reported "that they met few difficulties in their investigations: that, notwithstanding the high antiquity which may be claimed for the settlement of that place, no one perfect title founded on French or British grants, legally authenticated, had been successfully made out; and that but few deeds of any sort have been exhibited." This they attributed to the carelessness of the Canadians in respect to whatever concerned their land titles, and accords with whatever is known in this regard, of the French population throughout the country. They therefore came to the conclusion that whatever claims the people of the place possessed, and might have for a confirmation of their land titles, they must be founded upon proof of continued possession since the year 1796. The Commissioners further say, that "since the ancestors of these settlers were cut off, by the treaty which gave the Canadas to the English, from all intercourse with their parent country, the people have been left, until within a few years, quite isolated, almost without any government but their own; and, although the present population of these settlements are natives of the countries which they inhabit, and, consequently, by birth citizens of the Northwest yet, until a few years, they have had as little political connection with its government as their ancestors had with the British. Ignorant of their civil rights, careless of their land titles, docility, habit and hospitality, cheerful submission to the requisitions of any government which may be set over them, are their universal characteristics." In reference to grants by the French and English Governments, the Commissioners say they "have not had access to any public archives, by which to ascertain with positive certainty whether either the French or English ever effected a formal extinguishment of the Indian title at many points, which also may be said of the land now covered by the city of Detroit, that the French Government was not accustomed to hold formal treaties for such purposes with the Indians, and when the lands have been actually procured from them, either by virtue of the assumed right of conquest, or by purchase, evidence of such acquisition is rather to be sought in the traditional history of the country, or in the casual and scanty relations of travelers, than among collections of state papers. Tradition does recognize the fact of the extinguishment of the Indian title by the old French Government, before its surrender to the English; and by the same species of testimony, more positive because more recent, it is established also, that, in the year 1781, Patrick Sinclair, Lieutenant Governor of the province of Upper Canada, while the English Government had jurisdiction over this country, made a formal purchase from the Indians of the lands comprehending the settlements at St. Clair and in the vicinity of Mackinac.



## MICHIGAN IN 1805.

From a report made to the Congress of the United States, October 10, 1805, by Judge A. B. Woodward, and William Hull, Governor up to the period of his treason, a fair idea of Michigan Territory of that date may be gleaned. It also deals very clearly with the law of right upon which the private claims were granted.

By the act of the Congress of the United States, establishing the territory, the government thereof was to commence from and after the 30th day of June, 1805. The Presiding Judge arrived at Detroit on Saturday, June 29, and the Governor on July 1, 1805. The Associate Judge, who was previously a resident of the Territory, was already there. July 2, the Governor administered to the several officers the oaths of office, and on the same day the operation of the government commenced. It was the unfortunate fate of the new government to begin in a scene of the deepest public and private calamity by the conflagration, which destroyed all the buildings of Detroit, June 11, 1805. On the arrival of the new government, a part of the people were found encamped on the public grounds in the vicinity, and the remainder were scattered through the neighboring settlements both on the American and British territory. The place which bore the name Detroit was a spot of about two acres, completely covered with buildings and combustible materials. The narrow intervals of fourteen or fifteen feet used as streets or lanes only excepted, and the whole was environed by a strong net work of piquets. The circumjacent ground, the bank of the river excepted, was a wide common, and though assertions are made regarding the existence among the records of Quebec, of a charter from the King of France confirming the common as an appurtenance to the town, it was either the property of the United States, or at least such as individual claims did not pretend to cover. The folly of attempting to rebuild the town in the original mode was obvious to every mind; yet there existed no authority either in the country or the new government to dispose of the adjacent ground; hence had already arisen a state of dissension which required the interposition of some authority to quiet. Some of the inhabitants, destitute of shelter and hopeless of any prompt arrangements of government, had re-occupied their former ground, and a few buildings had already been erected in the midst of the old ruins. Another portion of the inhabitants had determined to take possession of the adjacent public grounds and to throw themselves on the liberality of the United States Government, either to make them a donation of the ground as a compensation for their sufferings, or to accept a very moderate price for them. If they could have made any arrangements of the various pretensions of individuals, or could have agreed on any plan of a town, they would have soon begun to build; but the want of a civil authority to decide interfering claims or to compel the refractory to submit to the wishes of a majority, had yet prevented them from carrying any particular measure into execution. On the 1st of July, the inhabitants had assembled for the purpose of resolving on some definite mode of procedure. The Judges prevailed on them to defer their intentions for a short time, giving them assurances that the Governor would shortly arrive, and that every arrangement in the power of their domestic government would be made for their relief. On these representations they consented to defer their measure for fourteen days. In the evening of the same day, the Governor arrived; it was his first measure to prevent any encroachments being made on the public lands. The situation of the distressed inhabitants then occupied the attention of the Executive for two or three days. The result of these discussions was to proceed to lay out a new town, embracing the whole of the old town and the public lands adjacent; to state to the people that nothing in the nature of a title could be given under any authorities then possessed by the new government; and that the Executive could not be justified in holding out any charitable donations whatever as a compensation for their sufferings; but that every personal exertion should be used to obtain a confirmation of the arrangements about to be made and to obtain the liberal attention of the Government of the United States for their distress. A town was accordingly surveyed and laid out, and the want of authority to impart any regular title without the subsequent sanction of Congress being first impressed and clearly understood, the lots were exposed for sale under that condition. Where the purchaser of a lot was a proprietor in the old town, he was at liberty to extinguish title to former property for his new acquisition, foot for foot, and was expected to pay only for the surplus at the rate expressed in his bid. A consider-



able portion of the inhabitants were only tenants in the old town—there being no means of acquiring any new titles. The sale, of course, could not be confined merely to former proprietors; but as far as possible was confined to former inhabitants. After the sale of a considerable part by auction, the remainder was disposed of by private contract, deducting from the previous sales the basis of the terms. As soon as the necessities of the immediate inhabitants were accommodated, the sales were entirely stopped until the pleasure of the government could be consulted. As no title could be made, no payments were required or any moneys permitted to be received until the expiration of one year, to afford time for Congress to interpose. The remaining part was stipulated to be paid in four successive annual instalments. The highest sum resulting from the bids was seven cents for a square foot, and the whole averaged at least four cents. In this way the inhabitants were fully satisfied to commence their buildings, and the pretensions of all individuals were immediately reconciled. The validity of any of the titles was not taken into view. The possession under the titles was alone regarded, and the validity of title left to wait the issue of such measures as Congress might adopt relative to land titles in the new Territory. It, therefore, now remained for the Congress of the United States either to refuse the sanction of the arrangement made, or by imparting a regular authority to make it, or by some other mode to relieve the inhabitants from the immediate distress occasioned by the calamitous conflagration, strongly impressed with the worth of the people, and deeply commiserating their sufferings, of a great part of which they were eye witnesses, the officers of their local government could not refrain from adding their warmest degree of recommendation to forward the liberality the Congress of the United States inclined to extend, and the disposition, which prevailed toward attaching their affections, promoting their interests and relieving their distress. "Whether," says the report, "a donation of the acquisitions which have been stated, or of lands more remote, or the application of the proceeds to public purposes within the country would be most acceptable, the undersigned pretend not to say; but whatever relief may be extended to them on the part of the United States Government, they hesitate not to assert will be of the most essential utility, and rendered to objects of real merit."

The organization of the courts next demanded consideration. A judicial system was established on principles of convenience, economy and simplicity. Courts were held under it and all existing business settled; every subject requiring to be legislated upon, was acted upon as far as the government was competent to act. At the close of the other arrangements, the militia of the Territory were completely organized and brought into the field. The various acts both of legislative and executive character appear in the annual report, which the general law requires. Grand juries constantly presented addresses to the courts on the subject of their land titles. Several companies of militia elected delegates to a general meeting, which, among other objects, addressed the government on the subject of their titles, and earnestly requested the personal attention of the Governor and one of the Judges during a part of the session of Congress. "Indeed," continues the report, "the confused situation of land titles during the nine or ten years the United States have had possession of the county, has been such, and is so increasing by lapse of time, as now loudly to call for a definite adjustment. It is now nearly a century and a half since the first settlements were made in this country under the French, in the reign of Louis XIV, whose name it then bore in common with what has since been exclusively termed Louisiana."

In 1673, an officer commissioned by the French Government explored the waters of the West; taking his departure from Lake Michigan, he penetrated to the Ouseconsin River and subsequently to the Mississippi, and returned to the Illinois country, after having sailed down the Mississippi within one degree of latitude of the southern boundary of the United States previous to the late treaty of Paris, April, 1803, and that anterior to the discovery of the mouth of the Mississippi by La Salle. Prior to this era, the settlements of the straits had commenced, and Detroit claims an antiquity of fifteen years superior to the city of Philadelphia. The few titles granted by the French Government were of three French acres in front on the bank of the river by forty acres in depth, subject to the feudal and seignorial conditions which usually marked titles in France. The ancient code, the *coutume de Paris*, was the established law of

the country, and the rights of land were made strictly conformable to it. All these grants, however, required the grantee within a limited period to obtain a confirmation from the King, and with the exception of a very few, this confirmation had never been made. On the conquest of the French possessions by Great Britain, in the war which terminated by the treaty of Paris in the year 1763, as well as in the original articles of capitulation in 1759 and 1760, as in the subsequent treaty itself, the property of the inhabitants of the country is confirmed to them. The expression in the original is *leurs biens, nobles et ignobles, meuble et immeuble*; it is therefore conceived to comprehend these lands. On the acquisition of the United States of America of that portion of Canada, which is now comprehended within the limits of the territory of Michigan by the treaty of Paris, 1783, the subjects of his Britannic majesty are secured from loss or damage in person, liberty or property, and in the treaty of London, November, 1794, they are still more particularly confirmed in their property of every kind. However defective, therefore, the class of original proprietors may be with respect to the evidence of title, according to the American forms, it is conceived their rights are extremely strong. The British Government granted few titles, and these were generally mere permissions of military officers to use or occupy certain pieces of land, often unaccompanied with any written evidences, but assuming, from long-continued possession, an appearance of right. Under the American Government, no titles of any kind have been granted. From this state of things, some consequences resulted which, if not difficult to foresee, were yet difficult to remedy. One of these consequences, and perhaps not the least important, is the effect it had on the destiny and moral character of the progeny of the original colonist. When it is remembered that the troops of Louis XIV came without women, the description of persons constituting the second generation will not be difficult to conceive. When it is considered at the same time that, destitute of titles to land, they were precluded from the means of acquiring them, it will be obvious that an entrance into the savage societies or at most employments in the commerce carried on with them, were their only resources. While, therefore, the American colonizations of the same and subsequent date had grown into regular agricultural and opulent States, these countries were destined to anarchy, to ignorance, to poverty. The immigrant, whom curiosity or enterprise at any time brought into the country, was either attracted to the British side of it or disappeared in some mode less easy to account for; accession by a foreign population and by a natural increase, being thus at once cut off, the fate of this fine region had been that insignificance which still belongs to it. "The British Government," says Judge Woodward, has confirmed original proprietors, made a donation of a quantity equal to the original grant, termed a continuation, and has granted lands to settlers, without any other price than common fees of office attending such acquisition. Such, however, is the inestimable value of liberty to man, that notwithstanding these, and if possible greater inducements to the settlers, the undersigned ventured to predict a marked superiority to the American side, even at the prices at present required by the United States Government, or a slight variation of them, if the old claims are at once adjusted, and the country laid open to the acquisition of new title.

"From the state of the country which has been represented, another consequence has resulted. The encroachments in some instances grafted on original titles and in others without a semblance of title have been made on lands, which are, or ought to be, the property of the United States. Individuals have proceeded to extinguish the native right, contrary to the regulation of all the governments, and in some instances extensive settlements have been made on titles thus acquired. What arrangements the United States will make on this land is not for us to anticipate; we shall only recommend a liberal and merciful disposition to the people of this country, of whom it may be safely asserted they are less to be charged with depravity of character than their governments have been with cruel neglect and indifference.

"The claims of the present inhabitants require to be considered under one more aspect, novel, indeed, but not the less founded on truth. When the American comes into contact with the aboriginal, if he is not considered as an enemy, he is at least regarded as a character with whom they are to struggle, and, if in no other, certainly in a pecuniary view. But the Canadian, allied by blood, by long established intercourse, by countless reciprocity of services, their native claims having long, as to time, been extinguished, and their honor and good faith

having been repeatedly pledged for his protection, is uniformly regarded as his brother, and with him are disposed to make a common cause. Hence, justice to the Canadian inhabitant is an important point of policy in the conduct of the United States Government toward the aboriginal inhabitants.

"The extent of the Canadian extinguishment of Indian title, though in itself indefinite, appears first to have received limits in the treaty of Fort Macintosh, 1785. We there find a written dereliction of Indian claims in a breadth six miles from *la Riviere aux Raisins*, now called Rosine, on Lake Erie, to the lake St. Clair. In the subsequent treaty of Fort Harmar, in 1789, the same dereliction is confirmed. In the ulterior treaty of Greenville, the confirmation is repeated and additions made.

"The treaty with Great Britain, in 1783, and that of 1794 were made for the accomplishment of great national objects, having very little connection with Canadian and Indian claims. The treaties of Fort Macintosh, Fort Harmar, and of Greenville, were all formed on far more important points and the quantity of extinguished Indian title in Michigan, recognized by them is less to be considered as an acquisition of new title, than a definition of the old. The expense of these negotiations, therefore, can scarcely be said in any sense to attach to this country, and it may be said that all of the Indian title at present extinguished within the territory of Michigan has not cost the United States a single dollar, but is entirely a recognition of a previous but indefinite title extinguished by the Canadians. Hence, the question will arise, whether it is more than barely justice to the inhabitants to allow them the whole of this part, or otherwise to permit the proceeds of it to be applied to their benefit in the education of their youth, in the erection of public buildings, such as court houses and jails, which the recent conflagration destroyed, and in laying out roads and other improvements in their country. Next to the adjustment of old titles comes the acquisition of new. It is believed, that at this period, and in a particular mode, a very large portion of Indian title may be shortly extinguished; but, as this part of the subject may hereafter be deemed confidential, it is made the subject of a distinct report. \* \* \* \* \*

"The case of the Wyandotte Indians deserves the consideration of the Government. They live in two towns, Magnaga and Brown's town, within the limits of the American title. To the treaty of Fort Harmar, a clause was annexed, stipulating that they might remain undisturbed. In the treaty of Greenville this provision is omitted. They constantly assert, and there are not wanting reputable citizens who join them in the assertion, that they were solemnly promised by Gen. Wayne a continuance of the indulgence. It may, therefore, be worthy of serious consideration, whether it may not be advisable, in the adjustment of titles, to recognize their possessions and invest them with the character of citizens."

#### THE PIONEER LAND BUYERS OF ST. CLAIR.

This is a most important portion of the history of St. Clair County, and indeed one well worthy the attention of every citizen of the State, since most of the names mentioned were household words in the homes of the American pioneers from Michilimackinac to Saginaw, to Detroit, to Grand Rapids, to Chicago, to Milwaukee, back to the St. Joe River, up the Elkhart, and the Kankakee, down to the old post of Vincennes. It is impossible to calculate the results of settlement here by those early French, American, and Franco-American pioneers; but it is within our power to learn who they were, and the very location of their humble cabins.

Before entering upon the history of their times and settlement, let us first inquire into the origin of the names given to their locations. The first and most prominent name is *La Riviere St. Claire*.

*St. Clair and Sinclair.* In the year 1765, Patrick Sinclair, an Irish officer in the service of Great Britain, and commandant of Fort Sinclair, purchased 1,000 acres of land on the river above Lake St. Clair, and after him the river was named the Sinclair. In a report made January 17, 1806, by Augustus Woodward, to the Secretary of the Treasury, it is said that this officer was a distinct character, differing physically and morally from St. Clair, of the American service. In his honor, the lake at the mouth of the Clinton was named St. Clair by his contemporaries, unaware of the antiquity of the application of such name. The claim of Sinclair



remained in his possession seventeen years, utilizing the large pine timber, and deriving heavy profits therefrom.

The rivers, creeks and points of land were named in accord with some physical characteristic or otherwise in honor of one of the first settlers in the neighborhood.

It is said that this name was conferred on Lake St. Clair in 1679, by Rev. Louis Hennepin; but its application to the river is of far more recent date. In 1765, the river was called Sinclair in honor of Patrick Sinclair, a military officer in charge of a British post, where now stands St. Clair City. This name was applied until the name of the American officer, Arthur St. Clair, was made known, when the Indians and French settlers honored him by substituting his name for that of Sinclair.

Belle River, Black River and Pine River have borne Indian, French and English names successively, as shown in other pages.

The villages of the Hurons were above Detroit. The name Huron, derived from the French *Hure*, a head, meaning a wild boar's head, was applied to this tribe of Indians by the first French missionaries, for the reason that their hair sprung from the head in bristles, *a la porcupine*. The French called them Hurons, but among the Indian tribes they were known as Wyandots, or Ouendats.

In the succeeding review of claims, presented by the land holders of St. Clair, or the civil district of St. Clair, as the territory constituting the county in 1818 was called, it will be observed that the result of the examination before the board is not given, in the greater number of cases. Now, such a course was made necessary by the fact that, almost in every instance, the claimant's title was proved to the satisfaction of the Land Commissioners who ordered a record to be made of such titles in the Land Office at Detroit and subsequently recommended the issue of United States patents. The report of this board was made in 1810-11, and patents were granted in the year 1812 and years immediately succeeding.

#### SQUATTERS' CLAIMS.

In 1782, there were nineteen settlers living adjacent to this tract; a year later, twenty settlers located on Lake St. Clair near the mouth of the Huron. In 1788, twenty settlements were made on the Riviere aux Hurons, or Clinton; in 1790, a few more settlers located at Point au Tremble.

In 1793, ten families located on lands on the Huron of Lake St. Clair, or Clinton. Seven years later, four families joined the settlement. Six families joined the settlers at the head of the lake, while the salt springs began to attract attention of the people from the mouth of the Huron to the River St. Clair. In 1801, one settler located at these springs, and he was soon joined by others. In 1797, no less than thirty families located lands along the banks of La Riviere au Lait, or Milk River, and northward to the Riviere aux Hurons. These settlers founded their claims on actual settlement and improvement, without any further title. Of this class there were about four hundred on the borders of Lake St. Clair, Rivers Huron, Ecorces, Rouge and Raisin.

#### LAND BOARD, DETROIT DISTRICT, 1807.

The following extract from a report, dated Detroit, September 1, 1807, deals with the old settlements in the vicinity of Detroit. It suggested that the old farms on the Detroit, the greater number of which contained two or three arpents in front by forty in depth, be extended to an equal depth of eighty arpents. In examining the records of former Commissioners, it is found that all the old farms on that river were mostly granted by the French Government, and that, with very few exceptions, they were of the extent or area referred to above. These farms were under cultivation from 40 to 100 years previous to 1807; so that, at that time, the arable land was entirely exhausted, and minus timber for fences or firewood. For this reason, the Commissioners asked Congress to extend the farms to eighty acres in depth so that the settlers could continue to live on the old ground. It was further shown, that this extension of farms was necessary along the Detroit and St. Clair Rivers, to enable the original settlers and their descendants to reap equal advantages with the new settlers on the Riviere aux Hurons, now the Clinton, and on St. Clair Lake and River, above Detroit.

## CHRONOLOGY OF SETTLEMENT.

Date of Settlement	GEOGRAPHICAL POSITION	Whether with- in or without the American title	No. of farms or distinct set- tlements	Date of settle- ment	GEOGRAPHICAL POSITION	Whether with- in or without the American title	No. of farms or distinct set- tlements
1758	La Riviere aux Hurons.....	Without..	1	1786	L'Isle à Cochon.....	Within....	1
1763	Detroit or the Strait.....	Within... 77		1788	La Riviere aux Hurons or Cl'n. Without...		26
1765	La Riviere de Sinclair.....	Without.. 1		1788	La Riviere aux Roches.....	Within.... 1	
1771	Detroit or the Strait.....	Within... 7		1790	Pont au Tremble.....	Doubtful.. 4	
1776	La Riviere à l'Ecorce.....	Within... 10		1792	La Riviere à l'Ecorce.....	Within... 2	
1776	La Grosse Isle.....	Within... 10		1792	La Crique à Sable.....	Within... 15	
1779	La Crique aux Lontres.....	Without... 1		1793	La Riviere aux Hurons or Cl'n. Without...		10
1780	La Crique à Sable.....	Within... 1		1794	La Riviere à l'Ecorce.....	Within... 3	
1780	Detroit.....	Within... 3		1794	La Crique aux Lontres.....	Without... 22	
1780	La Riviere Rouge.....	Within... 38		1797	La Riviere au Lait.....	Doubtful.. 30	
1780	Pont au Tremble.....	Doubtful.. 4		1797	La Riviere à l'Ecorce.....	Within... 2	
1782	La Riviere de St. Clair.....	Without... 19		1798	La Riviere Rouge.....	Within... 5	
1783	Lake St. Clair.....	Doubtful.. 20		1800	La Riviere aux Hurons or Cl'n. Without...		4
1784	La Riviere aux Raisins.....	Both.... 121		1801	La Riviere de St. Clair.....	Without... 6	
1785	Pont au Tremble.....	Doubtful.. 4		1801	Salt Springs, town Chesterfield. Doubtful..		1
1786	La Riviere aux Roches.....	Within... 2					

To point out the manner in which these private claims were dealt with, the following memoranda will be sufficient: The claim of Francois Fontenoy (612) was brought before the United States Land Commissioners at Detroit, December 14, 1808, when Col. George Cotterall said that in 1793 one Indian man was placed on the premises by Garret Graveraet, and remained thereon until 1798, since which time several people have worked the land, off and on; that the premises remained idle two or three years at a time; that no improvements were ever made by the claimant, or by any of his parents; that, in 1797, a schoolhouse was erected on the premises by the neighbors, who had subscribed for the same, by permission of Charles Moran, then guardian of the claimant.

Ignace Moross deposed that, in 1797, one Antoine Mini, Jr., applied to Josette Fontenoy, then guardian appointed by the court to the claimant and other younger children, and offered to purchase the premises now claimed; that she answered, if she could find the deed, she would sell; but she did not know where it was. Then Mini began to cultivate the land, and continued about three years.

Jean Baptiste Comparet swore that, in 1796, previous to July 1, he saw Antoine Mini, Sr., planting Indian corn, who told him that he had to pay rent to an Indian, who then held the land as the property of the claimant. Upon this evidence the Commissioners rejected the claim, December 31, 1808.

## PRIVATE CLAIMS IN ST. CLAIR.

No. 186.—George Cotterall claimed 400 acres, bounded in front by the River St. Clair, on one side by J. Baptiste Daunay's claim, on the other by the lands of Widow Mini, and in rear by unceded lands. Capt. Alexander Harrow appeared, as a witness, before the Land Commission, June 29, 1808, and stated, on oath, that George Cotterall was in possession of the lands previous to and since 1796.

No. 187.—The Cotterall brothers claimed 400 acres fronting on River St. Clair, between the lands of Pierre Lemay and J. B. Daunay; the claim resting on a deed made by Col. George Cotterall, October 8, 1804, in presence of R. H. McNiff, and J. B. Donart, and proved before James Abbot, Judge of the District Court of Huron and Detroit, June 29, 1808, granting to Henry, John, James, David and George, Jr., the 400 acres in question. Capt. Alexander Harrow proved possession by Col. George Cotterall previous to 1796.

No. 188.—Alexander Harrow claimed 640 acres, fronting on St. Clair River, between the lands of Toussant Chovin and James Harrow, proved by Col. George Cotterall to be in Harrow's possession previous to July, 1796.

No. 189. —Alexander Harrow claimed a second tract, of 640 acres, fronting on River St. Clair, between the lands of John Harrow and a small creek on the south. Col. Cotterall proved that the claimant used the lands as meadow previous to 1796, but without making improvements. Claimant's title set aside July 2, 1808.

No. 190. —Alexander Harrow claimed 320 acres fronting on the St. Clair, extending back to the unconceded lands, and bounded south by William Hill's tract. Ignace Champagne, as witness, stated that Louis Champagne was in possession previous to July 1, 1796; that in 1797 he sold to one Pratt, who sold the lands the same year to Alexander Harrow.

No. 191. —Samuel Cribble claimed 160 acres between the lands of James Cartwright and William Thorn, fronting on the river. Col. Cotterall proved that Alexander Harrow was in possession previous to 1796, and continued so until he sold to the claimant.

No. 196. —The heirs of Jacob Hill: William Hill claimed 240 acres, between the lands of George Meldrum and Joseph Bassinet, fronting on River St. Clair, proved by Ignace Champagne to be in possession of Jacob Hill, deceased, previous to July, 1796, and until his death.

No. 197. —William Hill claimed, for himself and brothers, 120 acres, fronting on the St. Clair, between the lands of Alexander Harrow and George Meldrum; Ignace Champagne proving ownership by Jacob Hill before 1796.

No. 198. —Ignace Champagne claimed 160 French acres fronting on river, between land of Pierre Dolorme and Francois Chortier, proven by William Hill to be in possession of Champagne previous to 1796.

No. 200. —James Harrow claimed 640 acres fronting on the St. Clair, between Alexander Harrow's claim on the northeast and John Harrow's on the southwest; stated by Col. Cotterall to be in possession of Alexander Harrow previous to 1796. In a deed dated June 28, 1808, this land, known as Petit Claris, was given to James Harrow.

No. 201. —John Harrow claimed 640 acres at Point Office, fronting on the St. Clair. In June 1808, according to testimony of Col. Cotterall, there were no improvements made on this tract, although in possession of Capt. Harrow previous to 1796.

No. 202. —Pierre Mini claimed 240 French acres, south of Joseph Bassinet's tract, north of F. Chortier's and fronting on river, in his possession since 1786, or for over twenty years previous to July 1, 1808, according to Col. Cotterall.

No. 203. —Pierre Mini claimed 240 arpents fronting on river, below Francois Chortier's lands, proven by Antoine Nicholas Petit to be in claimant's possession previous to 1796.

No. 204. —The widow and heirs of Antoine Mini claimed 325 acres on St. Clair River, between George Cotterall's and Francois Fontenoy's lands, proven to be in the possession of the deceased Antoine for over twenty years, or since 1786.

No. 206. —Antoine Nicholas Petit claimed 210 arpents on river front, between the Widow Mini's lands and James Robertson. Joseph Mini witnessed that these lands belonged to Antoine Mini previous to July, 1796; that he sold to Robert McNiff, who sold to Joseph Rowe, from whom A. N. Petit purchased them October 26, 1807. McNiff received 50 pounds, New York currency, from Rowe for this tract, February 10, 1807.

No. 243. —Jean Marie Beaubien claimed 640 acres on St. Clair River, bounded on north by lands of Meldrum and Parks, south by the farm of the negro Harry Sanders, and in rear by unlocated lands; proven by Toussaint Chovin to be in possession of Beaubien previous to 1796, and up to date of claim, July, 1808.

No. 244. —Francois Bonome claimed 640 arpents, on Riviere de Dulu, proven by J. M. Beaubien to have been in possession of Pierre Bonome, previous to 1796, and of the claimant since 1802, with 18 arpents, cultivated.

No. 245. —Toussaint Chovin claimed 120 acres on the River St. Clair, between the lands of Capt. Harrow and James Cartwright, proven by Jean Simare to have been in Chovin's possession previous to 1796.

No. 252. —The widow and heirs of John Wright, deceased, claimed 120 arpents on St. Clair River, between the lands of William Thorn and James Robinson. George Meldrum proved that, or many years previous to 1796, the late John Wright was in possession of these lands, and that since his death his widow and children have occupied them.



No. 253. — William Thorn, Sr., claimed 290 acres on the St. Clair River, between the Alexander Harrow and John Wright farms. Occupation previous to 1796 was proven by George Meldrum.

No. 255. — Meldrum and Park claimed tract No. 3, 640 acres, fronting on River St. Clair, bounded on south by Mill Creek, and on north by lands belonging to claimants. J. M. Beaubien witnessed that claimants planted apple trees, built houses, erected a saw mill and cultivated 3 or 4 arpents in 1790.

No. 301. — Joseph Bassinet claimed 120 arpents on St. Clair River, between the farms of William Hill and Pierre Mini, proven by J. M. Beaubien to have been in possession of Bassinet previous to 1796.

No. 302. — Joseph Ricard claimed three one-half arpents fronting on St. Clair River, extending back forty arpents to Belle River, between the farms of Oliver Ricard and Jean Marie Beaubien. George Meldrum witnessed that previous to 1796, one Lariviere was living there, as a tenant of deponent, and remained three years; afterward one Girard lived on the farm for three years as tenant, and since that time Ricard has held possession of the farm, purchased from Meldrum & Parks, June 2, 1806.

No. 303. — Jean Marie Beaubien claimed 640 arpents bounded in front by St. Clair, between the lands of Meldrum & Parks, and Ricards. George Meldrum proved Beaubien's possession previous to 1796, save 160 arpents sold to Oliver Ricard.

No. 304. — John Meldrum claimed 640 acres on St. Clair, bounded north by Pine River, east by St. Clair, south and west by Meldrum & Parks' lands. Beaubien proved that previous to 1796, the lands were rented by Meldrum & Parks, and that their tenants held the lands to 1808.

No. 305. — James Meldrum claimed 640 acres on St. Clair River, bounded south by Pine River, north and west by Meldrum & Parks' farm, and east by St. Clair. Beaubien proved that previous to July, 1796, George Knaggs was living on the premises as tenant of Meldrum and Parks, and that the owners put the premises in charge of their tenants, who lived in a big house opposite and across the river; that these tenants cultivated or caused to be cultivated, eight or ten acres and a large orchard.

No. 306. — William Meldrum claimed 640 acres, bounded north by Pine River thence running east from west end of portage on Pine River, south and west by lands of Meldrum & Parks. J. M. Beaubien proved that Meldrum & Parks' tenants cultivated five or six acres, and that Meldrum & Parks have caused their hay to be cut on the lands since before 1796.

No. 307. — David Meldrum, son of George Meldrum, claimed 640 acres, bounded north by Pine River, and on every other side by Meldrum & Parks' lands. Jean Marie Beaubien proved that Meldrum & Parks were in possession previous to 1796, and that premises were kept by tenants until 1803, when the grist and saw mills, and many other valuable buildings were burned to the ground; since which time the lands were unoccupied up to 1809.

No. 308. — Jean Baptiste Daunay claimed 120 arpents, fronting on St. Clair River, between the lands of George Cotteral, Sr., and George Cotteral, Jr., proven by Jean Baptiste Comparat to be in possession of Joseph Ambroise Tremble previous to 1796, who sold to Jean Marie Beaubien, who sold to J. B. Yax, who sold to Daunay October 31, 1806.

No. 309. — Francois Chortier claimed 120 arpents fronting on St. Clair River, extending back to unceded lands, between the farm of Pierre Mini and the United States unlocated lands. J. M. Beaubien proved that seventeen years previous to June 21, 1808, Chortier was in possession of the premises.

No. 310. — Oliver Ricard claimed 160 arpents, fronting on the River St. Clair, extending back between the farms of J. M. Beaubien and Joseph Ricards. F. Chortier proved original occupancy by Beaubien, and sale to the claimant October 4, 1802.

No. 311. — Pierre Delorme claimed 120 arpents, fronting on St. Clair River, between the farms of Ignace Champagne and John McGregor. F. Chortier proved that, previous to 1796, Jacques Toulouse was in possession; he sold to one Reynier, who sold to Brindamour, who sold to Delorme September 26, 1807.

No. 318. — James Cartwright claimed 240 acres, fronting on St. Clair River, extending back to

Alexander Harrow's claim, south of Samuel Cribbe's, and north of Toussaint Chovin's lands. William Thorn proved Cartwright's occupancy previous to and since July, 1796.

No. 357. —Antoine Lasselle, Jr., claimed 640 acres, fronting on La Riviere à Dulu, between the Francois Bonhomme or Bonome farm and the United States lands. Charles Pouier stated that in 1785, Alexander Bouvier was in possession, and continued so until he sold to Lasselle, November 17, 1808, for the sum of 150 pounds, New York currency.

No. 358. —Meldrum & Parks claimed 300 acres, fronting on St. Clair River. The negro, Henry Sanders, proved occupancy previous to 1796, and also that 50 acres of land were enclosed. His testimony was corroborated by Peter Curry. John Shaw proved that, in 1801, one Joseph Rigby was living on the premises; next, Joseph Weaver, and after him Alexander Woilleff, who continued to live on the lands until the fall of 1808.

No. 361. —Jean Baptiste Roe claimed 120 arpents, fronting on Otter Creek, between the farms of Joseph St. Bernard and Jacques Prudhomme. Francois Lionard witnessed that Roe was in possession of the lands previous to and since 1796.

No. 406. —Meldrum & Parks claimed 600 acres, bounded east by River St. Clair, and west, north and south by their own lands. The lands were in possession of Rene Tremble, Ignace Krisler and Jean Baptiste Deschamp, tenants of Meldrum & Parks, from 1796 to 1808. Twelve acres were inclosed and cultivated, and a house and barn erected.

No. 457. —John McGregor claimed 240 arpents, fronting on River St. Clair, between the lands of Jacques Toulouse and Jacob Thomas.

No. 568. —James Robison claimed 270 acres, fronting on St. Clair River, between the farms of Antoine N. Petit and the Widow Wright. William Hill proved that claimant was in possession previous to 1796; that nine acres were under cultivation, and a house erected on the farm.

No. 598. —Jean Lemay or Dunay, deceased, bought the lands from the original occupier, Joseph Robitaille. Since the death of Lemay, George Meldrum, as administrator, caused the cultivation of fourteen arpents to be continued, and the house and stables to be cared for.

No. 614. —Capt. Francois Marsac claimed a tract of land on Swan Creek of Lake St. Clair, in possession of Pierre Yax previous to July 1, 1796, deeded to Francois Yax, his son, from whom it was purchased by Capt. Marsac, February 18, 1808.

No. 627. —Pierre Yax claimed 480 arpents, fronting on Lake St. Clair, lying north of Capt. Marsac's claim. Louis Champagne proved that Yax had been a resident and a cultivator of five acres previous to July, 1786, down to 1809.

No. 642. —Francois Fontenoy claimed a tract of land situate on St. Clair River, between the farms of the Widow Mini and James Robison. The evidence given by Col. Cottrel, Ignace Morass and others resulted in the rejection of this claim. See general history for reference to settlement of Fontenoy.

No. 676. —James Baby claimed eight acres on each side of his saw mill, situate on Riviere à Gervais, by forty in depth, bounded in front by River St. Clair, and on all other sides by unlocated lands. Also 640 acres, bounded in front by River St. Clair on the upper side by the Riviere à Dulu, and on the other sides by unlocated lands.

George Meldrum proved that in 1788, a saw mill was erected on the premises, and that since July 1, 1796, James Baby kept tenants thereon. Negig, an Indian chief, lived there for six years previous to his death in 1807.

No. 677. —James Baby claimed 640 acres, bounded in front by the St. Clair, on upper side by River Dulu, and on the other sides by unlocated lands. Francois Rivard proved that for many years previous to July, 1796, claimant was in possession of the lands, and that he was a tenant of Baby's in 1795 and 1796. Jean Marie Beaubien deposed that the premises were called Baby's Mills by whites and Indians, and always heard that the property belonged to the Baby family.

No. 732. —Meldrum & Parks claimed 120 acres on north side of the St. Clair, extending back between the lands of Joseph Hill. Jean Simare testified that the claimants were in possession of the lands previous to 1796.

## CLAIMS ALONG ST. CLAIR LAKE TO MILK RIVER.

To render this record of the first settlers along the river and Lake St. Clair more perfect, the following review is given:

No. 129.—James Connor claimed the tract of land on the north bank of the Clinton, containing 540 acres, of which thirteen and three-fourth acres fronted on the river, extending back forty acres, and bounded on the west by William Tucker's land. Henry Connor's testimony before the Land Board was to the effect that the claimant had possession, and began to improve the property before July 1, 1796, since which time he has been in possession of the land. This formed Claim 129, which was granted June, 1808.

No. 130.—Joseph Campeau, Claim 130, was granted on the same date. The tract lies on the south bank of the *aux Hurons*, contains 640 acres, bounded in front by the river, in rear by Lake St. Clair, on one side by the land of Laurente Maure, and on the other by a second tract entered by him. Baptiste Comparet and Henry Connor testified that Joseph Campeau was in possession of this tract previous to July 1, 1796. Campeau's fourth and fifth claim, No. 133, containing 640 acres, was purchased from Louis Maure. This was bounded in front by the River Huron, on the east by Jacques Loson's land, on the west by the land of Hyacinthe Deaitre, and in the rear by the lake. Claims 131 and 132 were his also.

No. 134.—Joseph Campeau's claim, No. 134, of 640 acres, is bounded in front by the river, in rear by the lake, on the west northwest by Louis Petit's lands, and on the east by a tract claimed by Joseph Campeau. Henry Connor testified in this case that the land so described was purchased from Jean Baptiste Connellier previous to July 1, 1796.

No. 135.—The Joseph Campeau claim, No. 135, is located south the *Riviere aux Hurons* or Clinton, bounded in front by the river, extending to the lake between Pierre Phenix's land on one side, and Antoine Peltier's land on the other. Henry Connor testified that this tract was in possession of the claimant, and that a house was erected thereon previous to July 1, 1796, which house was then standing (1808).

No. 136.—James Connor, in his letter to the Land Board, June 13, 1808, claimed 640 acres on the north side of the Huron, it being sixteen acres river front, forty acres in depth, bounded on the east by the Chatron farm, and in rear and on the west by unlocated lands. Baptiste Comparet proved that previous to July, 1796, James Connor was in possession, that there was a cabin erected and two or three acres of land cultivated and fenced before he, Comparet, left the *Riviere aux Hurons*, in 1804.

No. 137.—Richard Connor. The widow and heirs of Richard Connor applied to the Board to have their title to 600 acres on the south side of the Huron confirmed. Baptiste Comparet gave proof that the deceased Richard Connor was in possession of the land and premises previous to July, 1796, up to 1804, when he left the district. Augustin Langdon deposed that the family of the deceased occupied the holding since 1801. Another tract, fifteen acres in front and forty acres in depth, of 600 acres, commencing at a place called Deer Lick, and bounded in rear, on the east and west by unlocated lands, was shown to be in possession of Richard Connor, previous to July, 1796.

No. 139.—Henry Connor claimed 480 acres on the north side of the Huron, bounded in front by the river, east by Christian Clemens' farm, and west and rear by wild lands. Comparet stated that William Dawson was the owner of this tract previous to July, 1796, and remained so until its sale to Richard Connor, deceased.

No. 140.—Joseph Robertjean's claim regarded eighty-one arpents of land on the north side of the Huron, bounded in front by the river, in the rear by Lake St. Clair, on one side by the lands of the late Alexis Peltier, and on the other side by the lands of Robert Robertjean. Comparet witnessed that Robertjean was in possession of said tract previous to 1796, and Christian Clemens proved the claimant's possession in the year 1799.

No. 141.—Christian Clemens' claim for 500 acres, beginning at the high bank of the Huron, and running down this bank about fourteen acres to a small run or marsh then emptying into the river, running north forty acres; bounded in front by the Huron, on one side by Henry Connor's lands, on the other by the tract of James Abbott; and in rear by unlocated lands. Comparet's evidence was that John Connor was the owner of this tract previous to July, 1796.



who permitted Nathan Williams and Jared Brooks to build a still-house on the premises about 1797 or 1798. In 1801, John and Richard Connor sold the tract to Christian Clemens.

No. 144.—John Tucker's claim, No. 144, was bounded in front by the Huron, in rear by Lake St. Clair, above by James Connor's lands, and below by Edward Tucker's, bequeathed to the claimant by his father—the pioneer, William Tucker. Comparet and William McScott proved possession previous to July, 1796.

No. 156.—Edward Tucker's land was bounded in front by the river, in rear by the lake, above by John Tucker's farm and below by Michael Tremble's land, which was also a bequest of the late William Tucker.

No. 146.—William Tucker claimed a tract bounded south by the River Huron, east by Francois St. Obin's land, north by the lake, and west by William Tucker's (senior) original farm, afterward in possession of the Widow Tucker.

No. 147.—Catherine Tucker claimed, in trust for her sons, Jacob and Charles, 640 acres, bounded in front by the river, in rear by the lake, below by Claim 146 of William Tucker, proved to be in possession of William Tucker, deceased, previous to July, 1796.

No. 148.—Phillis Peltier's claim, 480 acres, bounded in front by the lake, in rear by hunting grounds, below by Nicholas Chapaton's farm, and above by a creek or *coulee*, called *ventre de bœuf*. Jean Baptiste Pare proved occupation by Peltier, fifteen years previous to 1808.

No. 149.—Jean Baptiste Pare claimed a tract bounded in front by the lake, in rear by Indian lands, above by Joseph Dube's farm, and below by Louis Laforge's claim. Phillis Peltier proved that fifteen years previous to June, 1808, one Cayet was owner of this tract. He sold to Francois Dupre, who in turn sold to Pare. Dupre confirmed this statement.

No. 150.—Francois St. Obin's tract northeast side of the Huron, containing about 640 acres, bounded in front by the river, in rear by the lake, above by William Tucker's farm, and below by Michael Tremble's lands, was known to be in possession of Louis St. Obin, father of Francois, many years previous to July, 1796. Christian Clemens and B. Comparet were the witnesses.

No. 151.—Claim No. 151, by the same party, of 640 acres, bounded in front by the river in rear by the lake, east by Chapaton's lands, and west by those of Jacques Loson, was originally settled by Michel Comparet, who sold to Louis Bandin, and he in turn to St. Obin. Christian Clemens also proved continuous possession since 1800.

No. 157.—Francois Ambroises' 140 acres, on the northwest side of Lake St. Clair, bounded in front by the lake, in rear by Indian Grounds, on the north by Brazil Criqui's claim, and on the lower side by that of Jean Baptiste Vernier, *dit* Ladonceur, was settled by Etienne Duchene in 1795, who built a small house thereon: he sold his interest to Michel Duchene, who in turn sold out to Ambroise.

No. 156.—Jean Baptiste Vernier, *dit* Ladonceur, claimed 240 acres, bounded in front by the lake, in rear by non-ceded lands, on the northeast by Pierre Bonhomme's farm, and on the southwest by the lands of Laurent Griffard. Possession was proven, and title granted.

No. 199.—Francois Ambrois Tremble claimed 140 acres fronting on Lake St. Clair, between the lands of Bazile Crequi and J. Bte. Vernier, originally settled by Etienne Duchesne, who presented them to Michel Duchesne, who sold to Tremble.

No. 163.—J. Bte. Nantay claimed 200 arpents fronting on the lake, between the lands of Phillis Peltier and Pierre Lanone, possessed by him fourteen years previous to June 18, 1808.

No. 207.—Laurent Maure claimed 200 arpents fronting on the Huron, extending back to the lake between the farms of Joseph Robertjean and Joseph Campeau, in his possession some years previous to 1796. A certificate of title was granted to him in 1809, and a patent issued in 1811.

No. 162. Jean Marsac's claim, bounded in front by the lake, in rear by Indian lands, northeast by Charles Chovin's farm, and southwest by Louis Leduc's, *dit* Perez, claim, containing 160 acres, French measurement, was confirmed June 20, 1808.

No. 163.—Jean Baptiste Nantay claimed 200 acres bounded in front by the lake, in rear by non-ceded lands, above by Phillis Peltier's farm, and below by that of Pierre Lanone.

No. 164.—Joseph Mitresse, *dit* Sansfacon, claimed 360 arpents, French measurement, bounded

in front by the lake, in rear by Indian lands, above by Baptiste Ble's farm, and below by Charles Chovin's claim, was in possession of Nicholas Patenande previous to 1796. He sold to Antoine Cecille six arpents in front, who in turn sold to Sansfacon. Pierre Laparle owned three arpents in front, which he gave to Louis Champagne, and which he in turn sold to the claimant.

No. 165. Joseph Dube, claimed 120 arpents, bounded in front by the lake, in rear by the hunting grounds, on one side by Baptiste Pierre's farm, and on the other by that of Pierre Lanone. This property was in possession of Nicholas Valne previous to July, 1796, and continued so until sold to Charles Chovin, who transferred it to Dube.

No. 167. Joseph Rowe claimed 240 arpents, bounded in front by the River Huron, in rear by Indian Grounds, on the west by Bazile Laforge's farm, and on the east by that of Pierre Phenix. This property was proven by Louis Campeau to be in possession of A. N. Petit before and after 1796, until he sold to the present claimant.

No. 168.—Louis Campeau, the pioneer of Saginaw and Kent Counties, was also among the first land owners in Macomb County. In 1808, he claimed 280 arpents, bounded in front by the Huron, in rear by non-ceded lands, west by the Joseph Campeau claim, and east by B. Laforge's farm.

No. 170. Jean B. Vernier, *d/t* Ladonceur, claimed 200 arpents, bounded in front by Lake St. Clair, in rear by non-ceded lands, northeast by Francois Ambroise's farm, and southwest by that of Nicholas Patenande. Alexis Coquillard heard Robert Thomas acknowledge himself as tenant of Jean B. Nantay.

No. 172.—John Askin, Jr., claimed 625 acres, bounded in front by the River Huron, in rear and on one side by United States Lands, and on the other by the Christian Clemens property. Henry Tucker, witness for the claimant, proved that one Descoteaux improved and cultivated the lands, by order of, and for the claimant, previous to July, 1796; that the claimant had a house built some time after Descoteaux went there, and afterward Christian Clemens tenanted the premises, cultivated the lands, erected fences, and continued to improve the property until 1808. Mr. Clemens substantiated this statement, and a title was granted.

No. 173. James Abbott claimed 630 acres, bounded in front by the river, in rear by United States Lands, above by a buttonwood tree, one acre above a small creek, and below by unlocated lands. Edward Hezell built a house on this claim, and raised two crops previous to 1796. Hezell sold his interest to James Abbott (father of the claimant), deceased, since which time up to 1808, Christian Clemens improved and cultivated the lands, paying to the claimant an annual rent from 1799 to 1808.

No. 174.—Jacob Thomas' widow and heirs claimed a tract at L'Ance Creuse of 160 arpents, bounded in front by the lake, in rear by non-ceded lands, on one side by Baptiste Nantay's farm, and on the other by that of Jean Baptiste Dube, all property in possession of Jacob Thomas previous to 1796.

No. 175.—Louis Petit's tract of 120 arpents was bounded in front by the River Huron, in rear by non-ceded lands, on one side by P. Phenix's farm, and on the other by that of Joseph Campeau. One Cannellier was in possession previous to 1796, and continued owner until he sold out to L. Petit, May 8, 1797.

No. 176.—Pierre Phenix claimed 240 arpents, bounded in front by the Huron, in rear by non-ceded lands, on one side by Joseph Rowe's farm, and on the other by that of Joseph Campeau. This territory was partly in possession of one Lapaline and one Provost. The former sold to Nathan Williams, who sold to Jos. Bonvouloir, who sold to Jos. Cherbonneau, from whom Phenix purchased.

No. 183.—Laurent Griffard claimed 120 arpents fronting on Lake St. Clair, extending backward to the non-ceded lands, to the J. B. Vernier farm, on the northeast, and to the Henry St. Bernard farm on the southwest. Louis Monet testified that Griffard was in possession of this land in 1788.

No. 184.—Jacques Allard's 120 arpents fronting on the lake, bounded by the Indian grounds in the rear, Bte. Celeron's farm on one side, and Louis Griffard's on the other, was settled by the claimant several years previous to 1796, as sworn in the evidence of Charles Poupard.

No. 192. Meldrum & Parks claiming 630 acres, bounded northeast by the River Lassaline, southwest by other lands of the claimants, in front by the lake, and in rear by other claims. This land was tenanted by Antoine N. Petit previous to 1796, who rented it from M. & P. One Durocher rented it for one year, and Dupre for two one-half years subsequently.

No. 193. —Another tract of 630 acres, bounded southwest by *Riviere aux Vases*, northeast and rear by other lands of Meldrum & Parks, and in front by the lake; was first rented in 1795 by Baptiste Letourneau. Louis Barret and Derocher then rented the place. Francis Berian lived there for three years and one Dupre for two years.

No. 194. —Michel Tremble claimed a tract on the Huron, bounded in front by the river, in rear by the lake, above by F. St. Obin's farm, and below by R. Robertjean. Nicholas Chapaton was in possession of this property previous to 1796.

No. 195. The second claim of Tremble related to lands bounded in front by the Huron, in rear by non-ceded land, above by Edward Tucker's farm, and below by the property of the widow and heirs of William Tucker, deceased. Henry Tucker was the owner of those lands before and after 1796, until he sold to Christian Clemens, from whom Tremble purchased them.

No. 196. —Jacob Hill's heirs claimed 240 acres fronting on the River St. Clair, between the farms of George Meldrum and Jos. Bassinet, of which land Jacob Hill was in possession previous to 1796, as proven by Ignace Champagne.

No. 197. —Another tract between the farms of George Meldrum and Alex. Harrow, frontage on the River St. Clair, was also claimed.

No. 207. —Laurent Maure claimed 200 arpents fronting on the River Huron, extending back to the lake, between the farms of Jos. Robert and Jos. Campeau, of which he was owner previous to 1796.

No. 213. Nicholas Chapaton's claim, founded on a deed, given by the Indians—*Vouistannance* and Nauguy—dated Detroit, May 8, 1795, contained about 160 acres. The area was disputed, and the evidence before the Board was so contradictory that the Commissioners rejected the claim. The description points out that this claim fronted on Lake St. Clair, and extended back to the non-ceded grounds, between the lands of Phillis Peltier and Jean Bte. Nantay.

No. 219. —Pierre Griffard claimed 160 arpents fronting on Lake St. Clair, between the farms of Jos. Griffard and J. B. N. Petit. His possession, previous to 1796, being proved by J. B. Nantay, the claim was allowed.

No. —. —Isadore Morain settled on claim 221 in 1795; but, during his absence, Pierre Champagne took and held forcible possession for one year from 1796; afterward one Goulet lived on it, whose widow sold the claim to Bte. Alloin, who was in possession July, 1808. This land fronted on the lake, between the lands of Michel Duchesne and Bte. A. Tremble, and measured 120 arpents.

No. 222. Antoine Reneau purchased from William Forsythe 120 arpents fronting on the lake, between the claims of Joseph Campeau and Pierre Tremble, May 3, 1806. The location was known as Pointe Guinole, originally settled by Francois Ble, who sold to William Forsythe.

No. 223. By Louis Reneau, comprising 120 arpents, fronted on Lake St. Clair, between lands of Louis Griffard and Francois Bonhomme, was conceded.

No. 224. —By Jacques Allard, Jr., containing 120 arpents, fronted on the lake, between the lands of Colas Rivard and Jacques Allard, Sr. This land was originally settled by J. Bte. Dumas, who transferred it to Bte. Celeron, who sold to Jacques Allard in 1807.

No. 225. —By Michel Duchesne, containing 120 arpents, fronted on the lake, between the lands of Bte. Lapierre and Bte. Petit. Louis Thibault was the original grantee, who sold to F. Bernard, who sold to J. B. Comparet, Jr., who in turn sold his interest to Duchesne.

No. 229. —By Joseph Robertjean, containing 360 arpents, fronted on the Huron between the lands of Joseph Rowe and James Abbott, was settled in 1795, by John Loveless, who sold to the claimant in 1798. Christian Clemens testified that Robertjean cultivated a portion of the claim since 1801.



No. 231.—By Alex. Grant, containing 639 acres fronting on Lake St. Clair, between the claims of William Forsyth and Gregor McGregor, was, as stated by J. Bte. Campeau or *Penish*, in possession of grant previous to July, 1796.

Louis Chapaton's (claim 338) land, 120 arpents in area, fronted on the Huron, extending to the lake between the farms of F. St. Obin and Louis Maure. Seraphin Leson testified that such land was in possession of Jos. Campeau previous to July, 1796, who disposed of his interest therein to Chapaton.

No. 239. Jean Bte. Marsac claimed 120 arpents fronting on the lake at Grosse Point, between the farms of Pierre Yax and Charles Goulin, in possession of Joseph Serre previous to July, 1796. *Ex. Co.*

No. 240. —Marsac also claimed 120 arpents fronting on the lake, between Capt. Fleming's and Francois Tremble's holding, originally settled by Louis Billon; *dît* L'Esperance, and conveyed by him to Marsac, August 17, 1801.—*Ex. Co.*

No. 242. Robert Robertjean claimed forty-five arpents, fronting on the Huron, extending to the lake, and lying between the land of Joseph Robertjean and Michel Tremble, in his possession previous to 1796.

No. 243. Jean Marie Beaubien's claim of 640 acres, fronting on the River St. Clair, between the lands of Meldrum & Park and those of the *negro*, Harry Sanders, was allowed—*Ex. Co.*

No. 249. —Francois Bonhomme, or Bonome, claimed 200 arpents fronting on the Lake at Pointe a Guinot, between the lands of J. Bte. Vernier and Louis Reneau, Sr., which he was in possession of previous to July, 1796.

No. 250. Nicholas Patenaude, Jr., claimed 160 arpents at Lance Creuse, on the lake shore, between the farms of Vernier or Ladouceur, and Bte. Socier, occupied by Francois Ambroise Tremblé previous to 1796.

No. 261.—Jean Baptiste Crequi's widow and heirs claimed 40 arpents, fronting on the lake, between the holdings of Meldrum & Parks and Joseph Allair, which land was in their possession previous to July, 1796.

No. 262.—Meldrum & Parks claimed 80 arpents, fronting on Lake St. Clair, between claim 261 and that of Nicholas Patenaude.

No. 236. William Connor claimed 600 acres fronting on the Huron, between the lands of John Askin, Jr., and James Connor, improved in 1794 by William Connor and his sons, and now claimed by James Connor.

No. 272. William Robertson's heirs claimed 300 acres fronting on the lake between H. St. Bernard's and Francois Tremble's farms. Land purchased originally by William Groesbeck from the Indians, and deeded by him to the deceased William Robertson January 15, 1796. Groesbeck made the first improvements here so early as 1780, through his tenants, who remained there until 1785, when George Baker contracted to buy the land. Baker remained on it many years, but made no payments. Baker being content to inform him that L'Esperance would pay the £100 due on it. In 1805, Groesbeck found the land vacant, and with the permission of J. Bte. Marsac and William Robertson's agent, both claimants, he went to live on his old property, where he lived up to 1808 without paying rent to any party. L'Esperance stated to the Board August 18, 1808, that he purchased from Jacob Baker the tract in question, and sold it to J. Bte. Marsac, for a plantation, on the British side of the Detroit River. Nicholas Patenaude, Sr. (claim 273), bought twenty four arpents fronting on Lake St. Clair, between the Robinson and Martin and the Meldrum & Parks properties in 1778, and claimed to have improved such lands so early as 1758.

No. 276. Julien Forton claimed 160 arpents fronting on the lake, between the farms of Pierre Ambroise and Gabriel Reneau. Seraphin Leson testified that Forton held possession of this tract previous to 1796.

No. 277. Charles Chovin claimed 220 arpents fronting on the lake between the lands of Joseph Sansfacon and J. Bte. Marsac, which he located previous to 1796. He also claimed a tract (278) containing 110 arpents fronting on the lake, between the farms of J. Bte. Lapierre and Etienne Sieur, also possessed by him previous to 1796.

No. 316.—Louis Le Duc claimed 120 arpents fronting on the lake between the claim of Panacha and that of Francois Duchesne, at L'ance Creuse, in possession of one Champagne previous to 1796, transferred to Jean Sunare, and by him to Le Duc.

No. 319.—Joseph Campeau claimed, as the grantee of Louis Maure, a tract of land fronting on the Huron, extending to Lake St. Clair, and lying between the lands of Louis Chapoton, Jr., and another claim of Joseph Campeau. Louis Maure possessed those lands previous to 1796, and continued in their possession until the execution of the deed, September 10, 1808, to Joseph Carapau.

No. 320.—Jean Bte. St. Laurent claimed 120 arpents fronting on the lake, between the holdings of Baptiste A. Tremble and Francois A. Tremble. Gabriel Reneau was the possessor of those lands previous to 1796, and continued so until the transfer of the property to his brother Louis, who sold to Bazile Crequi, from whom J. B. St. Laurent purchased, July 15, 1808.

No. 343.—Pierre Yax claimed 480 arpents at La Pointe aux Carapaux, fronting on Lac St. Clair, in his possession previous to, and since the year 1796.

No. 502.—Rene Marsac's title to 80 arpents, fronting on Lake St. Clair, and lying between the lands of Francois Marsac and Nicholas Patenaude, was confirmed December 14, 1808.

No. 505.—Jean Bte. Petit claimed 160 arpents at L'ance Creuse, fronting the lake, and lying between the lands of Michel Duchesne and Mr. Bellenger. F. St. Bernard was the possessor of this tract in 1796; he sold to Louis Petit Clair, who sold in turn to Louis Maure, and he sold to J. Bte. Petit.

No. 513.—Louis Laforge, possessor of a tract of 160 arpents, fronting the lake at L'ance Creuse, between the farms of J. Bte. Pare and Baptiste Dube, was confirmed in his title. Mr. Cady states that this pioneer was a centenarian, and remained on his old homestead until ten or twelve years ago.

No. 541.—James Connor and Christian Clemens, associate owners of a tract of land situate on the north side of the River Huron, containing 640 acres, fronting on the river, and lying between the lands of Peter Downman on the east, and John Connor on the west, claimed a title thereto on account of possession, occupancy and improvement, previous to, and since 1796. Henry Connor testified that John Charton was possessor of those lands for five years previous to 1796, when he sold to the claimants. They cultivated six acres of ground, built a house and planted an orchard previous to December, 1808. The claimants exhibited a deed made by Henry Tucker March 4, 1808.

No. 542.—Christian Clemens claimed 640 acres south of, and fronting on the Huron, next above the land of James Abbott. James Connor testified that a long period prior to 1796, Edward Hazel took possession of the tract, and held it until the sale to James Abbott, and he in turn was the owner until the sale to his son James Abbot, Jr., under whom Mr. Clemens went into possession.

No. 544.—Joseph Campeau claimed 80 arpents fronting on the lake, between the lands of Thomas Tremble and Etienne Duchesne, a Point à Guinolette, originally in possession of Pierre Duchesne. In 1808 twenty arpents were cultivated, and a house erected.

No. 545.—Joseph Campeau claimed a tract on the south side of the Huron, three arpents of which fronted on the river, extending in depth to Lac St. Clair, between the claims of Louis Campeau and Louis Maure. Michel Duchesne proved occupancy by the claimant previous to, and since 1796. In 1808, thirty arpents were under cultivation.

No. 546.—Henry Connor claimed 640 acres on the north side of the Huron, fronting on the river, and running up the main river sixteen acres. James Connor testified that, several years prior to 1796, he saw the claimant plowing the land, and when returning from the Indian country in 1804, a house was erected, and the claimant was engaged in making other improvements. Francis Guy's testimony was substantiatory.

No. 559.—Israel Ruland claimed 640 acres lying on the south and north sides of Salt River, of which thirty-two acres fronted on the south bank of the river, and extended backwards twenty-two acres between the lands deeded to him September 29 (also claimed by Meldrum & Park), while five acres fronted on the north bank, extending back twenty acres, between the lands of George Meldrum on the east, and the wild lands on the west and north.

Previous to 1796, M. Petit and A. Prevot were living on those lands as tenants of Meldrum & Park. They evacuated the place in 1797, when John Bte Nantay took possession for the claimant. In 1802 he saw John Lagord, Pierre Champagne and Joseph Socier on the premises. During his first stay there were old houses. He aided in building new houses, cleared three or four acres, and made and inclosed a garden. John Lagord also repaired an old house and built two new ones for the plaintiff.

No. 564. Jean Baptiste Rivard claimed 240 arpents, bounded in front by the lake, north east by Jean Crequi's former claim; southwest by the land of Joseph Socier, and in the rear by the unlocated lands.

No. 565. Etienne Socier claimed 160 arpents fronting on the lake, between the lands of Jean Bte. Lapeer, and J. Bte. A. Tremble. Joseph Laforet was in possession of this tract previous to 1796; he sold to Bte. Cochois in July, 1896, who exchanged with Ignace Sene, who in a few months after sold to Henry Campeau, who in turn sold to L. A. Tremble. Tremble sold to Amable Latour, from whom it passed into the hands of Socier in 1804.

No. 566. Jean Bte. Ambroise Tremble claimed 160 arpents fronting on Lake St. Clair, between claim 565 and the lands of Bte. Celleron. Ignace Sene had possession previous to 1796, who sold to Cochois, who in turn sold to Tremble.

No. 575. Jean Bte. Sene claimed 252 arpents fronting Lac St. Clair, between the lands of Jacques Alliard and Louis Remeau. This tract was owned by Louis Griffard, Jr., previous to 1796, and continued in his possession until he sold to Sene, December 23, 1808.

No. 577. Henry St. Bernard claimed 120 arpents fronting on the lake, between the lands of Laurent Griffard and Julian Campeau. Capt. William Fleming was the owner previous to 1796 and subsequently until he sold to Joseph Elliar, from whom the claimant purchased September 12, 1808.

No. 584. Alexander Ellair's widow claimed 120 arpents fronting on the lake between the lands of George McGregor and Madame Ciqui, by virtue of possession, etc., previous to 1796. The widow's name was Josette Galinon.

No. 585. Joseph Socier claimed 120 arpents fronting on the lake between the lands of Bte. Rivard and John Litle by virtue of occupation and improvement since 1788.

No. 599. James Abbott's legal heirs claimed 640 acres fronting on Lac St. Clair, between Duchesne's land on the south and southwest, and the unlocated lands on the north and northwest, on account of improvements made previous to 1796.

No. 601. Bte. Dubay claimed a tract of land fronting on the lake, between the claims of Louis Laforge and Simon Landri, originally settled by Joseph Garand, purchased by Seraphin Leson, who sold to the claimant in 1802.

No. 602. Alexis Dubay claimed 160 arpents at L'ance Creuse, extending from the lake between the lands of Simon Landri and Michael Comparet, settled previously to 1796 by Dubay Pere, who sold to Alexis in 1802.

No. 603. Cecille Campeau's heirs claimed 640 acres, fronting on the Huron, between the lands of Joseph Campeau and Michael Comparet, extending to the lake front. Cecille was the widow of Thomas Williams, and at the period preceding immediately her demise was the wife of Jacques Leson.

No. 604. Joseph Campeau claimed the land fronting on the Huron, between his own lands above and those of F. St. Obin below, by virtue of possession, occupancy, and improvement made by Thomas Edwards, and Jacques Leson previous to 1796. Leson sold this tract to Joseph Campeau, but Mrs. Leson refused to sign the deed. In this state the claim was allowed to rest for some time until finally adjusted.

No. 605. Pierre Mayot's heirs claimed 160 arpents fronting on Lake St. Clair, between the lands of Bte. Chovin and Jean Louis Tremble, settled previous to 1796 by the deceased Pierre.

No. 610. John Connor claimed 640 acres on the North Branch of the Huron, extending from the north bank of the river along the James Connor claim on the east, and bounded by the unlocated lands on the north and rear. Henry Connor proved possession previous to 1796. In 1797, John Connor went into the Indian country, leaving the land and improvements in care of the witness.



No. 611.--Julian Campeau claimed 120 arpents fronting on Lake St. Clair, between the lands of Henry St. Bernard and Jean Baptiste Marsac, of which Capt. William Fleming was the first owner. He sold to Joseph Elliar, and he, in turn, to Julian Campeau, September 10, 1808.

No. 613. --Francois Marsac claimed a tract on Tremble's Creek, bounded in front by the creek, originally settled by Andrew Baker, who sold it to John Little, May 7, 1796, from whom it was purchased in 1801, by Marsac; was allowed.

No. 614. --Was granted to Capt. Marsac. This land was in possession of Pierre Yax previous to 1796, and until he sold it to his son, Francois Yax, who disposed of it to Marsac, February 18, 1808. This claim was bounded in front by Swan Creek, and on all other sides by wild land.

No. 616.--Nicholas Campeau claimed three tracts in one farm, fronting on the Huron and extending to Lake St. Clair, between the claims of Joseph Campeau. John Tucker proved that those lands were in possession of N. Valne, Augustin Charon and Leboeuf, previous to or after the year 1796.

No. 624.--Gaget Tremble claimed a tract of land, possessed previous to 1796 by Maison and Antoine Larabelle, who sold to the claimant February 4, 1801, their interest therein. The tract comprises 600 arpents fronting Lake St. Clair, and extending northward to Milk River, between the Joseph Campeau claim and the wild lands. In 1808, 200 arpents were under cultivation.

No. 625.--Pierre Duchesne claimed a tract of land southwest of L'ance Creuse, bounded on the northeast by Jacques Alliard's former claim; on the southwest by the Long Meadow; in front by Lac St. Clair and in the rear by unlocated lands, in virtue of his possession thereof before July, 1796.

No. 626.--Christian Clemens claimed 280 arpents fronting on the Huron, between unlocated lands in rear, the claim of John Askin, Jr., on one side, and claimant's land on the other. John Askin, Jr., was the owner of the land in 1796.

No. 627.--Pierre Yax claimed 480 arpents fronting on Lake St. Clair, extending back to the unlocated lands along Francois Marsac's claim on the south, to the wild lands on the north, which he continued to cultivate from 1796 down to 1808.

No. 628.--Margaret Connor, widow of Richard Connor, claimed for herself and children a tract one mile south of the River Huron fronting on a small creek called Big Run, which, for several years prior to 1796, was improved annually by the deceased Richard Connor and herself.

No. 630.--Baptiste Socier claimed 240 arpents fronting on Lac St. Clair above the lands of Nicholas Patenande, belonging to James Garand in 1796, and subsequently sold to Socier.

No. 631.--Francois Ambroise Tremblé claimed 120 arpents at Pointe Guinolet, fronting on the lake between the lands of Benjamin Marsac and Francis Forton, in his possession previous to and since 1796.

No. 633. Joseph Campeau (eighth) claimed a tract fronting on the Huron, between the claims of Pierre Phenix, by virtue of possession and improvement previous to 1796.

No. 650. Pierre Tremble claimed a tract of land at Pointe Guinolet, fronting on the lake, and running along the northeast side of Antoine Reneau's claim, bounded on the southwest by Julian Forton's farm.

No. 656.--Nicholas Rivard claimed a tract fronting the lake between Bte. Celleron and Louis Tremble's land.

No. 657. Gabriel Reneau claimed one arpent fronting on the lake at Pointe Guinolet, running back forty arpents, between the lands of Julian Forton and Nicholas Rivard, transferred from Colas Rivard, the owner, in 1796.

No. 692. Abraham Fournier claimed a tract bounded on the northeast by Widow Ambrose Tremble's land; on the southwest by Rene Marsac's; in front by the lake, running back forty arpents to the non-ceded lands, all in possession of the deceased husband previous to 1796.

No. 693. William Connor claimed 600 acres on the north side of the Huron, bounded on

the upper side by John Askin, Jr.'s, claim; on the other by that of John Connor; in front by the river, and in rear by the unlocated lands, which tract was taken possession of two years before the Americans took possession of the country.

No. 695.—Ambroise Tremble's widow and heirs claimed the homestead on which the husband and father lived since 1774, until he died in 1805.

No. 668.—John Askin, for William Ancram, claimed a tract of land on the Haron, which claim was supported by Robert Dowler, who said that in the year 1786, he rented from Askin a part of this tract, and cultivated nearly sixteen acres thereof during the succeeding two years. John Cornwall lived there some time before 1788, as agent for Askin; forty acres were under cultivation by tenants of Askin, and there were a number of cabins erected on the lands by the Movarian ministers and Indians.

Claim No. 736 was granted to Joseph Laurent, in 1810, by a certificate of the Board of Land Commissioners.

#### NORTHERN CLAIMS.

To render the history of the pioneers of Michigan more complete, the following record of claims at Mackinac, St. Ignace and Sault de Ste. Marie, is given :

No. 101.—Toussaint Pothier claimed a lot between the lands of Rocheblanc and Porlier in his possession previous to July, 1796.

No. 102.—Rosseau and Bailly claimed a lot between the lands of Dousman, Rocheblanc and Porlier, originally in possession of Charles Maillet, who sold to the claimants June 26, 1802.

No. 103.—Jacob Franks entered a lot of ground at Mackinac December 24, 1805. In proving his claim, he produced John McGulpin, who said that previous to July 1, 1796, Alexis Laframboise was in possession. Josiah Bleakley was appointed Curator, and he sold to Jacob Franks July 17, 1802.

No. 104.—Dominick Rosseau claimed a lot of land between the lots of Jacques Vasseur, Simon Champaigne and Pierre Lacroix. Joseph Vaillancourt was in possession previous to July, 1796. He sold to Michael Dousman, who sold to Jacques Viaux, who sold to Rosseau.

No. 105.—Ezekiel Solomon's widow and heirs claimed a lot fifty feet square between the lots of Angus McDonald, Joseph Greville and Andre Sarrere. Solomon was in possession previous to July, 1796.

No. 106.—Pierre Lacroix claimed a lot between the lots of Simon Champaigne, Joseph Guy and Dominick Rosseau. This lot was in possession of Andrew Roy previous to July, 1796.

No. 107.—Robert Dixon claimed a lot between the lots of Lewis Crawford and Jean Baptiste Thibault, formerly in possession of Charles Morrison.

No. 108.—John McDonald claimed a lot held by him since a time previous to July 1, 1796.

No. 109.—Michael Dousman claimed a lot between the lots of Jacob Frank and Joseph Bailly, purchased from Nicholas Marchessaux, the original possessor.

No. 110.—David Mitchell claimed a piece of land on the island containing about 140 acres, near the farm of Charles Gaulteer. John McGulpin proved possession previous to July 1, 1796.

No. 229.—Robert Dixon claimed the John Ogilvy lot, located by the latter previous to 1796, sold by him to John Campbell, who sold to Dixon.

No. 280.—Robert Dixon claimed a lot between the lands of Dr. Mitchell and Gabriel Cote. This lot was in possession of Andrew Todd previous to 1796. He sold to David Mitchell, from whom the title came to Dixon.

No. 281.—James Aird and the heirs of George Aird claimed the old Myers Michael lot.

No. 282.—John Ogilvy claimed a lot on the south side of Mr. Davenport's grounds, said to belong to Pierre Guignon previous to July, 1796, and up to the period of its sale to Ogilvy.

No. 283.—Lewis Crawford claimed a lot on the south side of Adam Laframboise's, east of the Government Field and north of Dr. Mitchell's grounds. It was originally occupied by John Ogilvy.

No. 284.—Lewis Crawford claimed a lot north of Robert Dixon & Co's land, which be-

longed to J. B. Thibault in 1796 and until sold to Crawford. The latter sold to George Hoffman; he sold to Murdoch Cameron, who was the real owner in 1808.

No. 285. — David Mitchell proved his possession of a lot at Mackinac previous to July, 1796; he also claimed a lot which was in possession of Forsyth, Richardson & Co. in 1796, subsequently in that of Capt. Wiley, from whom Mitchell purchased it. Three other claims of his in the immediate neighborhood were considered.

No. 290. — Murdoch Cameron claimed a lot originally occupied by Alexis Campion next by Toussaint Pothier, next by Bouthellier, who sold to Cameron, who sold to George Hoffman, who sold to Cameron.

No. 291. — Toussaint Pothier claimed a lot adjoining Patrick McGulpin's lands, originally occupied by Victor Lagaterie

No. 292. — Josiah Bleakley claimed a lot in the village fronting on Lake Huron, extending to Laviatoire's lot, between Market street and Lapoint lot.

No. 293. — Giasson & Berthelot claimed a lot adjacent to Davenport's, originally belonging to Andre Todd.

No. 294. — The heirs of Jacques Giasson claimed the old Giasson property, occupied by him until his death, and subsequently by his children.

No. 295. — Toussaint Pothier claimed a lot south of Samuel Lashley's, north of Adhemar St. Martin's, extending from Main street to the Government Field. In July, 1796, William Burnett was in possession of the place and continued occupancy until he sold it to the claimant.

No. 296. — Charles Chandonet claimed a lot held by Thomas Lisbey in 1796, subsequently by Lacroix, and in 1808, by Chandonet.

No. 297. — The heirs of John Campbell claimed two lots, one occupied by Gabriel Cote previous to July, 1796, the other by Robert McKensie.

No. 323. — Michael Dousman claimed a tract of land on Bois Blanc Island of 640 acres. Daniel Daly proved that this land was in possession of one Lagaree, in July, 1796, that in 1797, when Daly left Mackinac, there were six or eight acres improved.

No. 324. — Michael Dousman claimed 200 acres in the center of Makinac Island. Daly and Thomas Cowles proved Dousman's occupancy since 1803.

No. 325. — Samuel Abbot claimed the original location of James Aird in 1796, who sold to Bartholomew Noble, who sold to Abbott. He also claimed the old Rene Nadeau place, by right of purchase.

No. 327. — Ambroise Davenport claimed a lot bounded in front by Main Street, on one side by the Giasson and on the other by the Ogilvy lot originally occupied by David McCrae, in 1796.

No. 329. — Louis Gravelle claimed a lot extending from the lake to the hill, the same as occupied by Patrick McGulpin in 1796.

No. 330. — Gillory & Brisbois claimed a lot running between John McNamara's and John Gregory's lots, proved by Daniel Daly to be in possession of Gillory in July, 1796.

No. 331. — George Shindler claimed 640 acres formerly occupied by one Cadieu, who improved the place previous to 1796.

No. 332. — Michael Dousman claimed a lot granted to Charles Galtier by Gov. Patrick St. Clair in 1781, ultimately sold to Noel Rocheblave and Jacques Porlier, in 1805, and by him to Dousman August 28, 1807, for the sum of \$300.

No. 333. — Josiah Dunham claimed a lot which formerly belonged to the Aird Brothers, who sold to Forsyth & Richardson, who sold to Rocheblave & Porlier. On the death of Rocheblave, Porlier sold to Samuel Lashley, who disposed of his interest to Josiah Dunham.

No. 334. — The representatives of Robert Campbell, deceased, claimed 640 acres on the island, said to belong to the deceased previous to July, 1796.

No. 335. — Patrick McGulpin claimed 640 acres at Old Michilimackinac, said to be in possession of his father from 1796 to the time of his death, 1802.

No. 336. — Murdoch Cameron, as grantee of George Hoffman, claimed a lot on Water street, south of his own lot, east of Main street and north of R. Dixon & Co's location in the village.



The claims of the heirs of Adhemar St. Martin, Frederick Graeter, Jean B. Carron, Frotier & Lapointe, Buisson & Laroche, Andrew Sarree, Simon Champagne, George Shindler, Daniel Bourassa, Jacob Franks, David Mitchell, the trustees of the widow, Anne Coates, Joseph Guy, Joseph Laframboise, Alexis Laframboise, the heirs of Jacques Giasson and the settlement of the estates of Benjamin Lyons, Eustache Sansquartier and others, were considered during the fall of 1810, and the claims conceded generally.

No. 715. — Jean Baptiste Nolan claimed 210 acres on the south side of the Sault de Ste. Marie, December 30, 1808. His settlement there before 1796 was proven by George Meldrum, Samuel Abbott and Capt. Jonathan Nelson.

No. 716. — John Johnston claimed a tract of land at the Sault, where he had a dwelling, store-house and a large and well-cultivated garden previous to 1796.

In the history of Mackinac Island and the Sault de Ste. Marie, full references are made to the early settlers; so, also, with the more recently organized divisions of the Upper Peninsula.

Aaron Greeley surveyed all those claims, reported to the United States Land Department, and the General Government issued patents in 1812 on the strength of certificates of title, issued by the Land Board of Detroit 1808-10.

The following review refers to the patentees of lands reserved to the Indians in the treaties, and held by them until their purchase immediately after the treaty of Detroit. A few hundred acres of these lands are outside the county line, yet considered in the county records.

#### LA RIVIERE AU VASES AND MACONCE RESERVES.

Francis Yax, 59.79 acres, Section 13, Township 3 north, Range 14 east, May 13, 1839; William Darrell, 5.33 acres, Section 14, Township 3 north, Range 14 east, May 13, 1839; Leon C. Rivard, 74.30 acres, Section 23, Township 3 north, Range 14 east, May 13, 1839; James H. Cook, 79.40 acres, Section 23, Township 3 north, Range 14 east, May 13, 1839; Jonathan Kearsley, 65.35 acres, Section 23, Township 3 north, Range 14 east, May 13, 1839; Paul Ch. Cayen, 20.13 acres, Section 23, Township 3 north, Range 14 east, May 13, 1839; Paul Ch. Cayen, 55.26 acres, Section 23, Township 3 north, Range 14 east, May 13, 1839; Jonathan Kearsley, 17.90 acres, Section 23, Township 3 north, Range 14 east, May 13, 1839; James H. Cook, 48 acres, Section 23, Township 3 north, Range 14 east, May 13, 1839; Joseph Secier, 78.92 acres, Section 24, Township 3 north, Range 14 east, May 13, 1839; Francis Yax, 13.80 acres, Section 24, Township 3 north, Range 14 east, May 13, 1839; William Darrell, 56.60 acres, Section 24, Township 3 north, Range 14 east, May 13, 1839; Lansing B. Mizner, 31.64 acres, Section 26, Township 3 north, Range 14 east, May 13, 1839; Francois Yax, 30.61 acres, Section 28, Township 3 north, Range 14 east, May 13, 1839; Lansing B. Mizner, 88.70 acres, Section 29, Township 3 north, Range 14 east, May 13, 1839; Jonathan Kearsley, 33.35 acres, Section 29, Township 3 north, Range 14 east, October 18, 1841; John B. Secier, 56 acres, Section 29, Township 3 north, Range 14 east, January 2, 1841; Jonathan Kearsley, 7.06 acres, Section 32, Township 3 north, Range 14 east, May 14, 1839; Jonathan Kearsley, 38.07 acres, Section 33, Township 3 west, Range 14 east, May 14, 1839.

The patentees of the United States lands of this county, who were settlers here or became settlers after purchase, will be regarded in the pages devoted to township history.

Before closing this chapter, it is deemed advisable to give the following letter, addressed to the United States Land Commissioner. In a measure, it shows the progress made in the settlement of this portion of the State between the years 1812 and 1828:

LAND OFFICE, DETROIT, AUGUST 30, 1828.

SIR: — In compliance with your letter of the 29th of April last, and the accompanying resolution of the Senate of the 25th of the same month, we have the honor to state that there has been offered for sale within the present limits of this district about 3,500,000 acres, of this quantity 337,973.66 are sold leaving about 3,162,026.34 acres unsold. In regard to the proportion which the quantities of the different qualities of soil bears to the whole, we could offer nothing but vague conjecture. It possesses, probably, less of what would be considered first-rate land than would be found generally in tracts of similar extent in the country north-west of the Ohio River. Few districts, on the other hand, of the same magnitude, present so little that is unfit for cultivation. There is no part of the district which is either hilly or rocky; nor are there, to our knowledge, any extensive marshes. There are, throughout the tract, numerous "tamarack swamps;" but

owing to the facility with which these are drained, and their value afterward as grass lands, we do not know that they can be considered as diminishing the aggregate value of the lands. The only tracts which can properly be called refuse are small ones, occasionally occurring where the soil is too sandy to be productive. But we are unable to give even a conjectural estimate of the quantity or proportion of this description of soil.

The public lands in this district were first offered for sale by the United States Government in July, 1818. To the quantity then put into market, additions have been made from time to time.

This Territory, as is well known, came under the jurisdiction of the United States in the year 1796. The few legal titles which existed previously appear to have been grants made by the French or British authorities. Upon what principle these grants were made, we are not able to say, nor how far the conditions of the grants, which appear to have been held under a species of feudal tenure, would warrant the assumption that the lands were subject to be *given away*. We have the honor to be, your obedient servants,

HON. GEORGE GRAHAM, *Commissioner of the G. L. Office.*

JOHN BIDDLE, *Register.*  
J. KEARSLEY, *Receiver.*

Many of the descendants of those first settlers are still residents of the county. From that time the county increased in population so rapidly that it will be impossible to mention individual names without lengthening this sketch to tediousness. Since that time the Indian has disappeared. The land he had inherited from a long line of savage ancestors passed from his possession. Savage and civil life could not exist together. The Darwinian theory of the survival of the fittest prevailed. On every hand were evidences of civilization. On bluff and in valley could be heard the sturdy blows of the pioneer as he felled the huge trees for his rude cabin, cleared the fields for the golden harvest, and thus laid with an honest hand the foundation of the present prosperity.



## THE PIONEER SOCIETY.

AMERICAN settlements had grown up in the regions adjoining Detroit at a date anterior to the year 1800, notably at Monroe, Mt. Clemens, St. Clair, Port Huron and other points, which afterward became sources of supplies to pioneer husbandmen and lumberers, who in those early days ran the gauntlet of the pine district. Indeed it would seem strange, but is nevertheless true, that the settlement of St. Clair by Americans was delayed beyond that of other points possessing no more fruitful sources of wealth or advantages for settlers. Roving traders and agents of fur companies who operated throughout the Northwest could hardly have overlooked the value of sites since fringed with flourishing cities and villages that have been built up and have become the homes of intelligence, enterprise and wealth. They may have come into the wilderness annually, and, remaining long enough to exchange their commodities for furs, returned to their abiding places without leaving any trace of their temporary existence here to guide the historian in his pursuit of facts. Thus far, records of such occupation have been discovered, and positive evidences of settlements are available after decades have elapsed. In this connection the surprise is expressed that among those who came during the first years of the building up of the county, a greater number of them have not put in permanent and enduring form a reliable record of events as they transpired here in those days. Possessing leisure which they have justly won, literary tastes and devoted attachments to the county to whose growth and prosperity they have so liberally contributed, familiar with early history, rapidly passing into tradition, it is truly strange that they have not perpetuated the material in historic form which they could successfully command. At the date when the first American settlement of St. Clair was ventured, the present county was almost an uninhabited wilderness, possessing, as would seem from the presumed refusal of traders and strollers to remain within its interior, but few attractions, and those few of the most limited character. The nearest towns were Detroit, Monroe and Mt. Clemens, at that time landings of some importance, but struggling for existence. The population of Chicago was then less than nothing, while Detroit was yet in its infancy, giving few promising indications of what was reserved for the future to disclose. There was little then, as compared with the present, between the flourishing cities of the East, and the impromptu municipal weaklings in the great West, which since reflected back the star of empire. The confines of civilization were then limited to the towns and settlements along the lakes of the West, and he who struck out for a home in the Territories was regarded as an adventurous soldier of fortune whose return was a question of chance rather than probability. This, then, was the condition of affairs as they existed long years ago, according to sources of information in that behalf, presumably correct. There was little to attract save the intrinsic merit of the location and surroundings, which, combined with the hopes of a future, were sufficient to direct the residents of the Eastern States to this Territory. To those at home who were independent, the country furnished inducements that would enable men of means to add to their accumulations; to the imprudent or impoverished, pulling with steady stroke against the current of adversity, both pitiless and uncompromising, a hope for better days; to the speculator, it appeared a field of operations incalculably valuable; to the scientist, an opportunity for discovery; to the scholar, the Christian and the husbandman, the occasion for labors that have since returned to bless their inventors. As a consequence the class of people who established themselves in St. Clair County, and have since been identified with its growth and the development of its wealth, generally were men of rare excellence. Earnest, frank and kind, they made all men friends by being the friends of all men. Illustrating by example rather than precept, they bridged the brief interval between purity and sin, by the power of kindness, and looked with eyes of charity upon the mistakes and failings of their fellows. Brave, but tender, they were, in short, the most generous of men who have ever left the shore touched by a mysterious



sea that has never yet borne on any man the image of a homeward sail," their deficiencies made up by the recording angel, from the love they bore humanity. And so, too, the pioneer women, those who braved the absence of home, friends and congenial associations to accompany their fathers, husbands and sons into the trackless waste of the Northwest, and contemplated the present as also the future, the horizon of which was darkened by discouragement and gloom. And yet they faltered not, but sustained their husbands by a trust in the outlook that was constant, and bore an abundant harvest. As wives, they were the most agreeable of companions; as friends, the most affectionate; as mothers, gentle as children ever had the misfortune to lose, who corrected the most pernicious of evils by the most tender management. Prudent from affection, though most liberal by nature, they practiced economy from the love they bore their husbands, and at critical periods, preserved order in affairs from the care of which those husbands were relieved; they reclaimed their husbands from despair, urged their indulgence to exertion, and constantly admonished them to industry, integrity and manhood. In the accounts furnished regarding the first settlements of the county, it is found that the principal events have ever kept pace with the rapid improvements of the age. The site of the city seems to have been a resort for the Indians from time immemorial, and this is said to have induced French traders to meet them there, at an early day, for the purpose of trade. Who they were, where they obtained supplies, and other factors of importance, regarding the occupation of the present county, either permanently or as transients, are all noted in a former chapter. The names of those pioneers, and their relation to the county the day it was organized, may be gleaned from the following valuable paper, taken from the public records:

## ASSESSMENT ROLL OF ST. CLAIR COUNTY FOR 1821.

NAMES.	IMPROVED LANDS.	WILD LANDS.	HOUSES.	EARN.	COWS.	HORSES UNDER THREE YEARS.	HORSES OVER THREE YEARS.	CATTLE.	COWS.	YOUNG CATTLE.	HOGS.	HOUSE FURNITURE.	VALUATION.
H Ezekiah Adams					2								\$ 24
Joseph Bazenett					2								55
Moses Birdsall	9	181	1			1		1	2			\$ 60	588
Lambert Beaubien	16	104	1	1		1		2	2	2		20	563
William Brown	30	71	1	1		1		5	9	23		100	1225
John Brown	30	71				1		5	4	3		25	143
Joseph Bourdman	30	71				1		1		3		5	36
Lovin Blanchard	30	71						3	2	6		10	111
Z. W. Bunce	30	71				1		6	5	1		4	304
Francois Chortier	55	235	2	1		3	4	3	2	6		50	1722
John Cartwright	9	111	1	1				1	2	1		10	224
James Cartwright	9	120				4		3				10	300
Louis Chortier	9	120				1	4	2	2	1		12	152
Joseph Chortier	9	120				1		2	2	4		5	73
John Cottrell	8	187	1	1			2	2	1	2		4	689
David Cottrell	20	130	1	1		1		1	2			5	789
George Cottrell	12	213	1	1		1	2	2	3	2		5	781
Henry Cottrell	28	129	1	1			1	2	4	2		6	1212
Francois Chortier, Jr.								2	2			3	65
Louis Caschand								2	2			5	74
Laba Campau		120											150
Peter Dupre			1			1					1	6	68
Francois Dechenne						2	2	2	3	2		8	148
William Duvall								2					40
J. B. Dillard						1		1				5	40
John Elliott							2	3	3	5		25	150
John Elliott, Jr.								1				2	28
John S. Fish						2	2	3	2	5		40	187
John Flynn						1	1	2	3			8	104
N. Frederick	10	210	1				4	1			7	8	580
F. Fleuver	6	154	1	1				1	1	5		12	285

ASSESSMENT ROLL OF ST. CLAIR COUNTY FOR 1821—CONTINUED

NAMES	IMPROVED LANDS	WILD LANDS	HOT SPRINGS	LAKES	GROUNDS	HORSES UNDER THREE YEARS	HORSES OVER THREE YEARS	CALVES	COWS	YOUNG CATTLE	PIGS	BOSTON TURPENTINE	VACUUMS
James Fulton .....	50	1230	2				1	2	4			50	2941
Jacob Guy.....								2	2			10	64
Joseph Gear.....											3	5	24
Estate of Alexander Harrow.....	17	1263	1	1	2		2		1			20	2357
William Hill.....	16	144	1	1	14	1	1		3		3	5	659
David Hill.....	5	75			8						1		191
Francis Harsen.....						1	2		3	1	2	45	165
William Harsen.....						1	1	2	3	2	1	10	120
Jacob Harsen.....							2				2	18	72
Robert Hamilton.....									2	2		20	62
Phillip Jarvis.....							1		1		1	15	55
Jaques Leeson.....							1					5	30
George Little.....								2	3			8	75
Charles Larned.....		640											300
Mariann Minnie.....	28	732	1	2	4	3	4	4	5	3	8	20	1975
Ira Marks.....							1		2		13	40	130
Joseph Minnie.....	12	163	1	1	1		2	2	4	1	7	25	766
Augus McDonnall.....						1	1	2	3	3	2	20	144
Silas Miller.....							1		2	2	5	5	104
Archibald McDonnell.....								2	4	3	6	20	134
David Meldrum.....		640											800
Park & Meldrum.....													1600
Pascal Podvamt.....	9	111	1	1	1								529
Joseph Pennoek.....						1			2			5	43
Anselm Petite.....							1		2			5	41
James Robertson.....	18	252	1	1	1				1	1	4	20	919
Thomas Robertson.....									2		3	10	80
Sarah Robertson.....						1		1	4	1	2	10	150
David Robertson.....						0	1				1		22
John Robertson.....									1		6		4
Elien Russell.....									1	1	1		100
Peter Rice.....	6		1						2		2	5	183
Olive Ricard.....	20	127	2	1	1		3	2	2	2	2	30	1004
John K. Smith.....							1		2	2	2	30	89
Richard Sausbury.....								2	4		1	5	96
Henry Saunders.....	12	288	1		1	1	4	6	5	2	5	5	871
Louis St. Bernard.....							2		1	1	5	5	100
Seth Tafts.....							1	2			2		59
William Thorn.....	25	255	1	1	1	1	1	4	8	6	8	50	1479
John Thorn.....			1			1							90
Louis Thebault.....	12	107	1	1		1	4	2			2	10	562
Vanwagman & Jersey.....									4		1	30	80
Romulus Van Wagman.....									1		1	10	24
James B. Woolverton.....									1		1	25	45
Samuel Ward.....						1	1	3	4	4	16	80	356
Andrew Westbrook.....	100	700	2	1		2	4	8	10	8	8	130	3540
Jean B. Yan.....							3	2	3	3	4	10	173
Harvey Stewart.....						1	1	3	9	8	5	28	311

In addition to the property named and listed on above list, there were four slaves owned by the defendant between 1. December, 1811, and 1. January, 1812, to wit: William Brown, John Elliott and Joseph Morris. William Brown, De Catherine E. Plante, Morris, Maria W. Heath and Matthew Westbrook, each of them, made, Wilma Brown, Sarah Wardant Harvey, Samuel Loring, Joseph L. Ash, Samuel Ward and A. Westbrook had each of them with him 1. Charles E. M., George and Henry Catrell, Maria Morris, Joseph Morris, O. Rogers, William Heath and A. Westbrook owed a pound each. All these articles were valued and sold by James Wolverson and Joseph Morris, the Assessors of the county.

This record of the original property owners in the county has an equally valuable sequel in the transactions of the pioneer society and the varied reminiscences given in this chapter.

## ST. CLAIR COUNTY PIONEER SOCIETY

October 14, 1875, was selected as an appropriate day for the meeting of the pioneers of

the county for the organization of a county association, because it was thought that it, being the last day of the county fair, would insure a large attendance, but the result showed that though there were a great many old settlers in the city, the fair proved a counter-attraction. At the morning meeting at the court house the attendance of pioneers was very small, and though larger in the afternoon, not as many were present as it had been hoped would turn out. At the morning meeting Samuel Russell, of Algonac, had been chosen temporary chairman, and B. C. Farrand, of Port Huron, Secretary. When the meeting re-assembled at 1:30, a committee was appointed, of which Col. Wesley Truesdail was chairman, to report permanent officers for the association. The committee reported recommended the following as officers of the society:

President, D. B. Harrington; Vice Presidents, W. B. Barron, of St. Clair; A. P. Stewart, of Algonac; Solomon Kingsley, of Clyde; Secretary and Treasurer, B. C. Farrand.

Mr. Stewart said that he believed active men ought to fill all the positions of the society, and on account of ill health asked to be excused from serving, and that Mr. Samuel Russell, his townsman, be substituted in his place. With this amendment the report of the committee was adopted.

Mr. Harrington then assumed the chair, making a few appropriate remarks, thanking the society for the compliment, and pledging himself to do all he could to aid in building up a strong and prosperous organization.

Mr. W. B. Barron, of St. Clair, moved that besides the other Vice Presidents at large, already elected, a Vice President be chosen for each township, who should be charged with the duty of enlisting the interest of his locality in the association. The motion passed, and the following gentlemen were nominated and elected as such Vice Presidents for their respective towns:

Berlin, Elihu Granger; Brockway, John Grinnell; Burtchville, Jonathan Burtch; Casco, Orange Fenton; China, Samuel Carleton; Columbus, George S. Granger; Cottrellville, James D. Brown; East China, John Clarke; Fort Gratiot, Lucius Beach; Grant, Nelson Potter; Kenoskee, David Bryce; Kimball, John S. Kimball; Mussey, D. C. Walker; Port Huron, Z. W. Bunce; Riley, Oel Rix; St. Clair, Alex. St. Barnard; Wales, Joshua Tompkins.

No nominations were made for the other towns, but the vacancies were to be filled at the next meeting. It was expected that all these Vice Presidents would attend the next meeting of the society, and a failure of any one of the number to do so, was to be considered as a refusal to act, and warrant a notification that some other person must be selected to represent the society in that locality.

Mr. Truesdail moved the appointment of a committee of three to prepare a constitution and by-laws of the association to be reported at the next meeting. The motion prevailed and the chair appointed as such committee, Col. W. Truesdail and William B. Barron, of St. Clair, and Samuel Russell, of Algonac.

The committee was also intrusted with the work of preparing a programme of exercise for the next meeting of the association. The meeting then adjourned to meet at the City Hall in St. Clair, Tuesday, November 16, at 11 o'clock A. M.

Though the attendance was not large, the meeting was far from being a failure. The interest in the enterprise was evidently very great, and a good start was made.

At the meeting there were present quite a number who have been residents of this county for over half a century. The following is a list of some of the earliest settlers who were in attendance:

Aura P. Stewart, of Algonac, born in Canandaigua, N. Y., May 20, 1804, settled in this county with his father in 1815. He is one of the oldest emigrant residents of the county.

Barzilla Wheeler, of Kimball, came to Detroit as a soldier in 1815; was discharged in May, 1817, and came to St. Clair County with Fulton & Brooks in 1819, and helped them to lay out St. Clair.

Alex. St. Barnard, of St. Clair Township, was born in 1809, on the Canada side of St. Clair River, his father moving across to about the spot where Mr. St. Barnard now lives, when the latter was a mere child.



D. B. Harrington, of Port Huron, came with his father, Jeremiah Harrington, to this county in 1819, stopping here while on a journey to the Saginaw region.

George Morttenger, of East China, born in Columbiana County, Ohio, came as a member of the militia to Fort Gratiot in June, 1814; helped to build that fort but did not remain here then; settled here about thirty years previous to 1875.

Jonathan Burtch, of Burtchville, came to Detroit July 20, 1828, and settled in this county the same year.

A. J. Palmer, of St. Clair, came to St. Clair County in 1829.

Lucius Beach, of Fort Gratiot, came from Connecticut, and settled in 1830.

Solomon Kingsley, of Clyde, born in Vermont, came to this county from that State in 1831.

William B. Barron, of St. Clair, born in New Hampshire, and settled in St. Clair County in 1836.

Samuel Russell, of Algonac, came from Ohio in 1836.

W. Truesdail, of St. Clair, came from New York in 1836 as cashier of the old bank of St. Clair, the only bank in Michigan that did not suspend in 1837.

Timothy Barron, of Port Huron, came in 1831.

B. C. Farrand, of Port Huron, came to Detroit in 1825, and to this county in 1843.

Joseph Cox, of St. Clair, settled here in 1830.

Elihu Granger, of Berlin, came here in 1835.

Mr. Morttenger gave some interesting facts about his visit to this region in 1814. He had enlisted in the militia in Fairfield, Columbiana Co., Ohio, and in the last year of the war came to where Fort Gratiot now stands. Here was stationed a small force of regulars under command of Col. Codgrave. Maj. Rowland was another of the officers; the captain of Mr. Morttenger's company being Israel Warren of Fairfield. There was no fort there when this company of militia arrived on the 1st day of June, 1814, and they were set to work constructing one. Within six weeks or two months, a very good embankment was thrown up on the west, north and south sides. The fortifications on the east or river front were stronger, logs entering into the construction. His company was ordered on to Mackinac before the fort was fully completed.

November 16, 1875, was the day appointed for the adjourned meeting of the County Pioneer Society, at St. Clair, to perfect the organization begun at Port Huron October 14, 1875. The inclemency of the weather for the previous week had rendered the roads well nigh impassable, and the bleak wind and storm of Tuesday morning made the occasion an unpropitious one for the old settlers, many of whom but less remained at home on that account. Notwithstanding these adverse circumstances, however, the meeting was held, was quite fairly attended, and all in all, was an interesting and profitable gathering. The organization of the society was fully completed and preparations made for beginning systematic and earnest work. The meeting convened in the city hall, at 11 o'clock, about forty pioneer settlers of the county being present, as well as a few St. Clair citizens who dropped in as spectators. President Harrington called the meeting to order, and in the absence of Mr. Farrand (unavoidably prevented from attending) Mr. James H. Stone was called upon to act informally in his stead. The President called for the report of the Committee on Permanent Organization as the first business in order, and William B. Barron, from that committee, in the absence of Col. Truesdail, the chairman (from whom he had just received a telegram that he was detained at Detroit by serious illness in his family), reported that a constitution and proposed, with amendments, a constitution and by-laws for the government of the society, which they submitted. These instruments were read by the Secretary, but their consideration was not fully completed before a recess was taken. Re-assembling after dinner the consideration of the constitution and by-laws was proceeded with and after immaterial amendments were made, the same were adopted.

According to the programme of exercises agreed upon at the morning session, the signing of the constitution and by-laws was the next business in order, and the following persons, among others, gave in their names and the additional information required by Article II of the by-laws, the date of their immigration to the State alone being given here:

Daniel B. Harrington.....	1819	Amos James.....	1828	John McMichael.....	1836
Samuel Carleton.....	1830	John E. Kitton.....	1841	Charles L. Poole.....	1840
John Clarke.....	1830	Chester Kimball.....	1830	Robert H. Jenks.....	1849
George Morttenger.....	1814	Edmund E. Carleton.....	1830	George L. Cornell.....	1834
John Russell.....	1832	Joseph C. Cox.....	1830	Bela W. Jenks.....	1848
Alexander St. Bernard.....	1809	William A. Parsons.....	1834	Allen R. Aiken.....	1835
Z. W. Bunce (by Judge Mitch ell).....	1816	Simcon B. Brown.....	1834	William T. Mitchell.....	1839
James D. Brown.....	1814	David Bryce.....	1837	John M. Hart.....	1838
David Hart.....	1836	W. B. Barron.....	1836	Lucian Howe.....	1836
Chester Carleton.....	1831	Moses F. Carleton.....	1831	Henry Whiting.....	1846
		Edwin T. Solis.....	1842		

The society proceeded to the election of a Treasurer, Moses F. Carleton being chosen. The Chairman then introduced Hon. William T. Mitchell, who delivered the following address:

It is one of the usages and no doubt the right and prerogative of old age to be garrulous—we are inclined to be over talkative. The earliest history of the world is that given and recited by the old to the young—the old and young alike indulging the proclivity of garrulosity. Written history is of comparatively recent date, not exceeding 4,000 years, except that given by the Bible. With that exception all knowledge of what had transpired before was and is a mere legend, a transcript of the stories told by the old to the young and thus transmitted from generation to generation, until the arts of writing and printing gave the means of perpetuating what before depended alone upon the uncertainties of memory. The greater part of the accredited histories of Rome and Greece are derived from legendary recitations, and have come to be regarded to a great extent as mythical. Even in these later days when pen and type are in the control of all, men are disposed to let passing events go into memory only without note or record. The history of large districts of our country full of incident and interest has been permitted to pass out of mind and memory because no one had the interest or would take the pains to preserve them in written form.

Even the Assyrians and Egyptians, whose early records were supposed to be lost, have excelled us by engraving on tablets of stone in characters, until recently unknown, the events worth memory, and the skilled now read in those eternal records confirmation of some, if not all, of the sacred writings. God himself directed such a history of His chosen people, without which and the tablets of stone the greater part of the history of the world would have been lost. Even with these the story of the struggles and wondrous works of the greater part of mankind have been lost in the ages. All we can know of them is that there were people, that men and women lived, had their loves and hates; were born and died through numberless centuries, and left no evidence of their existence, except in the ruins of temples and cities, which they must have erected, worshiped and dwelt in.

In these, our days, it has become a pleasant and agreeable pastime for the old to associate together, to exchange memories and thoughts, and by associations to perpetuate the legends of their several localities, and so transcribe them into history.

Events apparently unimportant are called to mind and written, and afterward prove to be the true elements of the history of our country. Hence the formation of such associations as this, and it is to be hoped this will be conspicuous as having so many things worthy of perpetuity.

I can hardly claim to be one of the early pioneers of St. Clair County. I see around me many, and know of many others, who justly look upon my years in your midst as not entitling me to be one of their number; but Mr. Truesdail, one of your committee, having favored me with a flattering invitation to address you, I could not decline the honor.

I suppose your greatest interest will not be in an address of generalities, but in calling your attention to such of the early history and the men of this county as will most readily occur and may form for others the nucleus of more extended history.

My earliest visit to this State was in 1839. Detroit then had a population of 9,000 and St. Clair County not over 3,000. In 1845, the census of this county, then embracing Sanilac and Huron, showed a population of 7,640. In September, 1847, when I moved to Port Huron, the entire population of the county of St. Clair (the present counties of St. Clair, Sanilac and Huron) could not have exceeded 9,000.

The body of the population was confined to Clay, Cottrellville, China, St. Clair and Port Huron. All west and north of the river towns was a comparative wilderness. Supplies for the lumber woods and even those of the villages were imported from Detroit or the older portions of the State. Every barrel of flour and bushel of corn had to be brought from abroad to supply the wants of the entire people except the more favored residents of the southern part of the county lying south of St. Clair.

Lumber was the ruling interest, and wherever that interest prevails, the people are poor. So long as there is a pine tree on a settler's land capable of making a thousand of shingles, he will not raise corn nor wheat, though he could earn twice the money with half the labor. At that time there were so many pine trees that there was no agriculture, and while a few reaped large profits from labor expended in the pine woods, the great mass of the people remained poor. A few like the Cottrells, Carletons, Barrons, Clarks, Robertsons, Recors, Browns, Westbrooks and Smiths, who happened to own lands not cursed with pine or hemlock, were the only exceptions. They knew enough to reap abundant harvests, by tillage and ready markets, while the others were content to be "hewers of wood and drawers of water" to those who were stripping the forests of their evergreens and hoarding riches to be expended in more fortunate communities. It was a fortunate day for us when pine and lumbermen ceased to predominate, and when farmers commenced to till instead of robbing their lands.

In 1847 St. Clair Township, including the city, had a population of 1,150, and Port Huron Township, including Gratiot and the city, about the same, and not exceeding that number.

The lawyers in the county were L. M. Mason, Tru P. Tucker, M. E. Ames, B. C. Farrand and John McNeil, of whom B. C. Farrand and John McNeil are the sole survivors. John J. Delkenbury was admitted soon afterward and is since dead, and Mr. Grace and myself came into the county that year. The Hon. O. D. Conger, afterward a lawyer of worthy note and renown, and now your honored Representative in Congress, though he had been admitted, was merchizing in a water-saw mill at the then city of New Milwaukee, now the flourishing town of Lakeport, and being both head and tail-sawyer in the old flutter-wheel mill, had hard work to make both ends meet; a fair example of the ill condition of laboring lumbermen. But his better genius found him, lifted him worthily upon the legal rostrum and introduced him to that honorable career that none but political opponents can ever wish to see checked. But peace to his ashes as a lawyer! His future life is elsewhere.

A passing word to the memory of the dead of that little band of lawyers.

Tru P. Tucker, a man of great as well as brilliant parts, then held a foremost position, and by his friends was esteemed as a statesman-advocate. His memory is cherished by numbers of the old pioneer.

M. E. Ames soon left the county, and it is said after taking a prominent political position in Minnesota, died and was buried among strangers. It is proper and right to mourn the dead, but I have never known of any one that regretted his removal from this county.

Of L. M. Mason there is not one of the old pioneer, who was not stricken with grief at the announcement of his death. A man of iron frame, and heart, head and hand to match, full of generous and kindly impulses. The friend of the poor and helper of the needy, we may all arise and call his memory blessed.

Of those who were practicing law in this county in 1848, Mr. Conger, Mr. Grace, Mr. Farrand, Mr. McNeil and myself are the only survivors, so far as I know.

There were then actively engaged in business in this county but a few who are still living. I can call to mind of the then business men not a full list, but a mournful one, when we see how busy death has been in thinning their number. J. K. Smith, of Algonac, long since gone to an honored grave and better home, leaving among us his worthy sons Abram and S. S. Smith. Drs. John Chamberlain and Harmon Chamberlain, whose memories we all respect. John Wells, a man of worth and a time honored citizen. N. W. Brooks, the partner of William M. St. Clair, left our midst and died, honored and respected in Detroit. It would be impossible in this brief sketch to name all the Carletons, Browns, Saint Bernards and Barrons who have left us for a better land.

Nor can I call back to memory all the Wards, Browns, Robertsons and Gallaghers and others who were the business and active men of Newport, now Marine City, some alive, mostly dead; and who, some of them, were such men of enterprise that their wills and estates are still the subject of litigation and world-wide comment.

M. S. Gillett, James W. Sanborn, Alvah Sweetser, V. S. Horton, E. B. Clark, Col. Davis, Esq., Hamilton and a long list of others of Port Huron should not pass without comment. They left honored and honorable memories, and none of us let them pass to the tomb without tears and sorrow.

I cannot pass without calling some of them and perhaps others to your especial memory on this occasion. Who of the old pioneers cannot recall some pleasant memory of Dr. Harmon Chamberlain, the good physician and true friend, of Dr. John, the witty and sarcastic, who joked friends and enemies alike? Who will not gratefully remember J. K. Smith, one of, if not the earliest, settlers of Algonac, whose common sense and upright conduct made him the adviser and helper of all in distress and need.

Of M. S. Gillet, the strong and sturdy, who believed in and lived up to the doctrine of total depravity, who is there, among his old associates, but has a kindly memory?

E. B. Clark, the frank and free, and always well dressed; Col. W. Davis, the bold and ready and ever brave; Elijah Burch, the outspoken and enduring, whose ripe years defied the ordinary rules and habits of life as now accepted. The "Old Count," Reuben Hamilton, whose eccentricities and queer decisiveness during a long life has been a fund of humor for half a century.

Judge B. F. Cox, the mixture of the civic and the military, well reputed as General and Probate Judge.

Cummings Sanborn, commanding in stature and form, and amiable in all polite circles.

James W. Sanborn, a remarkable contrast to Cummings, but whose life, though short, was successful.

Col. Andrew Mack, the true gentleman of the old school, of whom his friend and equal in all the amenities of life, Judge Zephaniah Bunce, still survives to remind the young of what his youth must have been, and of the beautiful graces of old age that succeed to a well-spent and honorable life.

Of all these, what can we say except that the most laudatory tombs erected over their earthly remains do not bespeak all their worth and virtues. And in speaking of them, we can only regret that time (especially the time of this country) will not permit us to tell of the excellent work each of them did for the good of the community.

Of the living early pioneers of St. Clair County, I shall want the aid of all present to even name them, much more to give them the worthy mention to which they are entitled. I do not expect to name a tithe, and will only speak of the few that readily occur to my mind.

The venerable Judge Zephaniah Bunce, whom I have mentioned as a compatriot with Col. Mack, by his nearly ninety years, whom I hoped to see in our midst, still stays with us, the type of an honorable life, and a worthy example to the young who look for long life.

Old Uncle Jonathan Burch, who has passed his fourscore, one of our earliest settlers, whose long life proves the hardy stock from which he sprang, and the struggles and hardships that such a nature outlives.

Ralph Wadhams, the good-natured and genial, as well as successful, whose delight is now in his famous stock and herds, after nearly eighty years, still shows us that a life of single blessedness is not incompatible with old age, and makes us all regret that, while introducing such fine herds and stock in animals, he had



not thought and acted on the thought that his own superior qualities should have been perpetuated in children, who sixty years hence could with pride have recited the incidents in the life of such a sturdy ancestor.

John Howard, of Port Huron, whose long life has seen so many of the incidents of our early history, first visiting this county in 1822, and still a man of vigor and active enterprise, should he not come forward with his fund of knowledge and experience? Ira B. Kendrick, whose eighty years are carried with the apparent vigor of youth. Eliha Granger, of Berlin, with more than threescore and ten, is vigorous in tillage, and interested in all the proper movements of the day. William M. St. Clair, who, though not an octogenarian, has known the county from an early day, and in worthy ways helped to develop its resources. Gen. S. B. Brown, an early settler, but not too old to gain an honorable renown by active campaigns and daring deeds in the struggle for the Union. W. B. Barron, the active and successful merchant and business man. Capt. John Clark, of China, long since passed his threescore and ten, but whose life must have left to him many pleasant memories, and has been crowned with more than the usual honors allotted to citizens. May he long continue in health and vigor!

Daniel B. Harrington, your honored President, whose early memories must be full of incidents of interest, and whose pen or voice could not fail to relate a wondrous history.

Samuel Russell, of Algonac, whose experiences must have been varied and large.

John E. Kitton, the enterprising citizen of St. Clair, whose hopes and wishes have excited him to such extraordinary efforts for his adopted city, could tell us some of the marvels of his long residence.

"Judge" F. Saunders, who don't know how he acquired, but who has always worthily worn, the title. Amos James, whose ancestors in this county are proudly sustained by their sons.

W. L. Bancroft, so early connected with the press of this county, and whose experiences he can relate better than any one else.

Daniel Follansbee, who asks no honors, but has been the worthy recipient of county offices.

Wesley Truesdail, associated from an early day with our earliest and most venerated pioneers, who has ever been active in promoting the welfare of his beloved St. Clair, and whose years, though not as ripe as some I have mentioned, have brought to him many wise experiences and happy memories, and with whom I must close, for if I should call to mind all your worthy members, time would not permit the recital of their names, much less an enumeration of their good deeds.

And, more than all, I am compelled to omit the names of the true women, mothers and wives, who have borne their full share of the burdens and cares of their husbands, sons and brothers, in their early pioneer life. But why should a retiring and modest man like myself be expected to name or call to your minds these love-laid and worthy companions? They are known by their goodness and true bearing, and while like soldiers in the battle of life they live and die without record, fighting the worst part of life's conflicts, all must recognize the fact that their husbands without them could not any more than Generals without soldiers have won the victories or crowned their brows with the symbols of success.

I have purposely so far omitted to mention the much-esteemed old pioneer, Aura P. Stewart, because he has already commenced the good work so much desired from others. His early reminiscences will be read by all with interest, and prove a fund of valuable information.

Will not others follow his good example and furnish to this society their individual histories, experiences and adventures? This has been my object in calling to mind so many as I have, and with the hope that they and all others will so help to fill and adorn the archives of this association. They should not be mere mention of names as I have done, but such as will leave for the future useful memorials. If not ready writers, or if fearful of the rules of grammar or syntax, make such memorandums that some one more skilled will be anxious and glad to put them in a readable form.

Each meeting of this association, after it is fully organized, should be favored with such biographies and tales of early adventures. The early settlement and the growth of the county, its improvements and changes, are themes that should not be forgotten.

Some of the old pioneers have seen the county grow from the time when there were no highways or roads, and when canoes were the only vessels navigating the beautiful and glorious St. Clair. Why not, gentlemen, tell us the story?

This society should be not only a re-union of the old, but a gathering and perpetuation of our early history, that will soon pass from memory without some such means.

It is for you, gentlemen, to make this association one affording great pleasure to you all, and that will afford to your children not only pleasure, but desirable information.

#### SUMMER MEETING OF 1882.

The society met again May 16, 1882. The object of the meeting was to re-organize, and fill offices made vacant by the decease of Daniel B. Harrington, President, and Samuel Russell, Solomon Kingsley, Jopathan Bartch, Samuel Carleton, John S. Kimball, Joshua Tompkins, and Oel Rix, Vice Presidents. The Presidents and several Vice Presidents had passed away since the last meeting. Some interesting facts in the history of several prominent individuals, recently deceased, were obtained by the Treasurer, Moses F. Carleton, and enrolled in the records of the society. An historical committee of six was appointed at the request of the Western Historical Company to revise the history of St. Clair County when the manuscript is completed. The committee consists of the President and Executive Committee, and Mr. Horace Baker. Rev.

A. H. Ross addressed the society, and urged the necessity of gathering and preserving all that can be learned of the early affairs of the county, as they would be very valuable fifty years hence. The officers elected were: Hon. W. T. Mitchell, President; Mrs. B. C. Farrand, Secretary, and Moses F. Carleton, Treasurer; Executive Committee, B. C. Farrand, E. W. Harris, Moses F. Carleton and Henry Harrington. John M. Hart was elected a Vice President in place of Samuel Carleton, deceased. Eight new members were enrolled. The society will meet at the call of the Executive Committee.

The Executive Committee of the Pioneer Society met at the County Court House November 28, 1882, for the purpose of revising the history of the county. The manuscript was submitted to this committee and approved.

#### RETROSPECT.

Could we evoke the genius of memory, and draw from those who are passing away so rapidly now the reminiscences of that time, how many stories we should glean of hair breadth escapes in the wilds or in the waters - how the hunters returned from the hunt laden with spoils, or of the adventures of the land hunters who had found some new paradise in their wanderings over the pathless prairies. We can imagine how, after the long days had passed in toil, and the semi-occasional mail had come in, that those few old settlers would gather around their respective hearthstones and, with their pipes in their mouths, and after carefully perusing the papers, not more than a month old, review the events of the times, and compare notes as to progress in breaking and clearing the lands; and especially when the shorter days of winter came, and alone in the wilderness a month at a time, removed from communication with friends or relatives at their Eastern homes, how the ties of Western friendship would seem to draw closer, and the gatherings come oftener, and when the shades of evening came the ox sled would be hauled up, the box filled with a generous supply of hay, and the whole family take seats in the bottom and hasten to visit their neighbors, half a dozen miles away. And then the sorrow, when some loved one was nearing the grave, and the doctor, hastily summoned from a score of miles, gave no hope; how the sympathy of all the country round was shown in kindly offers - watchers coming a long distance to give their aid; and the funeral gatherings, comprising the neighbors for miles around. There were many bitter trials and hardships not conceivable in these days; but they had their compensation, too, in the enlargement of the love of humanity, in the earnest and true hearted sympathy, and in the unbounded hospitality. Every house was a hotel, but it was a hotel without money and without price. Every traveler was welcome to come and go at free will, and the thought of compensation never entered the minds of those free hearted dwellers in the wilds. And what was true of the eastern portion of the county from 1784 to 1835, was equally true of the western portion, until within a few years. All the change that would be made in the picture is of dates. It seems as if there was something in the partial isolation of mankind that develops the kindlier feelings of the human soul, enlarges its better impulses, and re-creates mankind into more nearly the image of the true man. And this is true even of these men, many of whom led wild lives, and this was but the exerescent growth of the circumstances in which they were placed, and in no way affected the manliness of character which developed itself. It seems, indeed, as if it were a wise provision of nature that the opening of new countries should be attended with a renewal of the simpler life of man, and thus introduce new blood into the world of civilization.



## MORAVIANS, MORMONS AND GERMANS.

IN this little chapter we deal with four peoples who have been prominent in the history of Michigan and known to the citizens of this county. It is true that only representatives of these peoples made St. Clair County a home. The Moravians and Mormons were only temporary residents; but the Germans and Hollanders who found their way to the peninsula in 1845-48, contributed their quota to the settlement of this county. For these reasons their history is taken from the summary of State history, and given a place in that of St. Clair.

What would the Republic be without immigration? It would be less than a cranberry marsh. Our population is of such a confessedly heterogeneous character, that, naturally enough, it suggests the question, Has this intermingling of different nationalities sensibly affected our health conditions? Certainly not, as far as intermarriages between the nations of the Caucasian race are concerned. This opinion is given first upon the fact that our classes of diseases have neither changed nor increased in their intensity by reason of such admixture, so far as can be learned by the statistics or the history of disease in the Northwest. Imported cases of disease are, of course, excepted. Second, because all that we can gather from statistics and history, concerning such intermingling of blood, goes to prove that it is beneficial in every respect—physically, mentally and morally. Ireland and England, of all the countries, are said to form the best illustration of the good attending an intermingling of the blood of different nations; for the reason that their character is supposed to be, comparatively speaking, good, and that of all countries they have been, perhaps, more frequently invaded, and to a greater or less part more settled by foreign peoples than any other. From an acquaintance of nearly a quarter of a century with the people of the world, and from an adequate knowledge of the people, whose nationalities are so various and whose intermarriages are so common, it is at least presumable that we should have heard of or noted any peculiar or injurious results, had any such occurred. None such, however, have been observed. Some fears have been expressed concerning the influence of Celtic blood upon the American temperament, by figures or fact. Reasoning from analogy, it would seem safe to affirm that the general intermingling by intermarriage now going on in our population, confined to the Caucasian nationalities, will tend to improve the existing character, rather than to create any new character for our people. If this view needed support or confirmation, it is to be found in some interesting truths in relation to it. Edwin Seguin, in his work on idiocy, lays special stress on the influences of races, in regard to idiocy and other infirmities, like deafness. He says that the crossing of races, which contributes to the elimination of some vices of the blood (as may be the case in the United States, where there are proportionally less deaf and dumb than in Europe), produces a favorable effect on the health of the population, and cites as an example Belgium, which has fewer deaf and dumb than any country in Europe, owing to the influence of the crossing of races in past ages from the crowds of northern tribes passing, mingling and partly settling there on the way to England. We are aware that it has been predicted that our future will give us a new type, distinct from all other peoples, and that with this type must come, not only new diseases, but modifications or aggravations of the present diseases, in particular, consumption and insanity. But so long as we are in a formative state as a nation, and this state seems likely to continue so long as the country has lands to be occupied and there are people in Europe to occupy them, such speculations can be but of little value.

Another subject of importance must always be, the effect which occupation, food, education and manners have upon public health. The two chief factors of the social and sanitary well-being of a people are, a proper education of the man and a proper cultivation of the soil. The two principal occupations are education and agriculture, the learners in the schools being in excess of the laborers on the soil. A happier combination could scarcely be desired, to form an



intelligent and a healthy people. How this will affect our habits in the future, it is easy to conceive; but for the present it may be said (of so many different nationalities are we composed) that we have no habits which serve to distinguish us from other northwestern peoples. A well-fed and a well-taught people, no matter how mixed its origin, must sooner or later become homogeneous and a maker of customs. In the meantime, we can only speak of our habits as those of a people in general having an abundance of food; though it is to be wished that the workers ate more beef and mutton and less salt pork, and that whisky was less plentiful in the land. The clothing is sufficient, fuel is cheap, and the dwellings comfortable. Upon the whole, the habits of the people are conducive to health. It is thought unnecessary to refer to the influence upon health in general of other occupations; for the reason that manufacturers, traders and transporters are, for the most part, localized, and, perhaps, not sufficiently numerous to exercise any marked influence on the state of health in general.

#### THE MORAVIANS.

By what power tyranny is allowed to exist is one of the mysteries. Europe, before the Reformation, was a continent of tyrannies. Since the Reformation, it has changed the petty tyrant for the powerful one; and is, to-day, ground down beneath a more terrible, a more exacting, a more pernicious oppression than ever existed to mark the pages of its older history. Instead of a few hundred Moravians, a few hundred Puritans, a few hundred Catholics flying from evil laws, as in olden times, we have tens of thousands—aye, hundreds of thousands—looking westward, across the Atlantic, to these States with longing eyes, and sending messages of hope to reach friends here before they die. Great numbers have come, are coming, and, doubtless, may continue to come; but the power that draws them from their old homes is a mysterious one. Tyranny forced the Moravians to seek the encouragement of tyrants in 1749. It was willingly extended; and, thirty-two years later, the same false friend murdered one hundred of those who sought and obtained his dangerous patronage.

The English at Detroit suspecting that a certain settlement of pious Moravians, on the Muskingum River, were sympathizers with the Americans, called a conference of the tribes at Niagara, and urged the fierce Iroquois to destroy the Moravian Indians—the name given to the few red men who had, up to that period, been converted by the Moravian missionaries. But the Iroquois chiefs failed to see where such a massacre would benefit themselves, and were content to send a message to the Ottawas and Ojibwas, requesting them to make a *bouilli* of the Moravian Indians on the Muskingum. The Moravian missionaries arrived at Detroit in 1781, when the Indians held a war council, in presence of those missionaries and De Peyster, the commandant. The Indian chief, known as Capt. Pike, told De Peyster that the English might fight the Americans if they wished; they had raised the quarrel among themselves, and it was they who should fight it out. The English had set him on the Americans, just as the hunter sets his dog on the game; but the Indian would play the dog's part no longer.

Kishkawko and another warrior stood by the side of the British Commandant. The former carried a hickory cane, about four feet long, ornamented—or rather, strung—with the scalps of Americans, together with a tomahawk presented to him by De Peyster some time previously. He concluded his address to the commandant thus: "Now, father, here is what has been done with the hatchet you gave me. I have made the use of it you ordered me to do, and have found it sharp." A few days after this council, the Moravians left Detroit for their new homes on the Riviere aux Hurons.

Jacques Leson, in his evidence before the Land Commissioners at Detroit, November 9, 1810, said, in his reference to William Ancram's claim for land in Macomb County, "To the best of my knowledge, the Moravian ministers, with Indians of the Delaware Nation, were living on these lands twenty-seven or twenty-eight years ago. I lived in the village, and cultivated lands near, for many years previous to July, 1796, and recollect Wittaness telling me that Askin owned a large quantity of land from the Moravian village upward. Fifteen years ago, the late surveyor, McNiff, came up the Huron with Sanserainte, the interpreter, who informed me that they had come to survey the land by order of Askin. At that time, twenty or thirty arpents were under cultivation, and twenty or twenty-five cabins and houses were erected."

John Askin, Sr., related, that on April 28, 1786, he purchased, for himself and William Ancram, then commandant at Detroit, sundry improvements of the Moravian ministers and others, made by them on the River Huron, which empties into Lake St. Clair at a place called the Moravian Village, for which he paid \$200. He likewise purchased the improvements made at the same place by the Moravian or Christian Indians, sixteen in number, for \$200; also \$50 to one John Bull, for improvements at the same place, together with furnishing the Moravians two vessels to enable them to return to Muskingum, their former mission. For all this he received the thanks of John Heckenwelder, their chief missionary. At this time, there were more than twenty houses, with many outbuildings; all of which were purchased, save one, occupied and claimed by the late Richard Connor, together with an Indian corn-field, with a yard and garden in rear, which were purchased subsequently by him and Maj. Ancram, from eleven chiefs of the Chippewa Indians. These early land buyers cut a road from Detroit through the woods to these lands—a distance of about twenty miles—with a little assistance from the Moravian Indians. After the Moravians gave up possession, John Cornwall was appointed agent, and Robert Dowlar, Ames Weston and others went on as tenants. Those men left after some time, when Ancram placed the Indian chief, Wittaness, and his band in charge. These Indians had much trouble with Richard Connor, of whom they often complained. This Moravian village and adjacent territory became an elephant on the hands of Askin; and so he was glad to accept 1,600 pounds, New York currency, for the property, from Isaac Todd and James McGill, then merchants of Montreal, in Lower Canada. The deed of conveyance bears date June 28, 1796.

#### MORAVIANISM.

The history of the Moravians begins in 1457—long years before Luther's Reformation. Toward the close of the fifteenth century, there were over 200 Moravian Churches in Moravia and Bohemia, where a Moravian Bible was published and studied. Passing over three centuries of the history of this religious society, during which time it died out in its cradle, we learn of its revival in 1749, under the auspices of the British Parliament. That body acknowledged Moravianism a part of the Protestant Episcopal Church, and further enacted that every encouragement should be given to its followers to settle in the British Colonies of North America. The Moravians came, and established their missions along the frontier, the most important of which was that in Tuscarawas County, Ohio, at Muskingum. Here 100 missionaries and disciples were killed in 1781, under the auspices of the British Government, ostensibly on account of the outrages and murders charged against them, but in reality on account of the sympathy which they exhibited toward the New Republic, and under orders of British officers. The survivors of the massacre came to Detroit in 1781; thence moved to the village on the Huron, which they named New Gnadenhutzen.

While waiting for one of those most uncertain conveyances known as a Grand Trunk train one morning, John E. Day pointed out the site of the ancient village of New Gnadenhutzen to the writer and Judge Avery. The latter related the story of Moravian marriages, and, in fact, had time to review the history of the United States before that Grand Trunk train arrived. The Moravians never selected a wife—never had a chance to do so—for the reason, that one of the articles of their faith pointed out distinctly that God was the great designer, and to Him the Moravians should trust the choice of a wife. The manner in which their God made the selection was crude indeed. One of the principal missionaries brought forth a cylindrical tin case, something similar to that which is used in lottery affairs at the present time. In this he placed bark or paper slips, with the names of all the male candidates for matrimonial honors. Another missionary brought forth a similar tin case, in which he placed tickets, each bearing the name of one marriageable girl of the settlement. Missionary No. 1 gave his lottery tickets a thorough shaking, then opened the little door, and took out the ticket which he first touched, the name on which he read aloud, and then presented the ticket to the members of his audience, who were thenceforth witnesses. This first act played, Missionary No. 2 gave the lottery case containing the female names a shaking, precisely as thorough as that given in the former instance, and, withdrawing a ticket, called out the name, presented it to the persons near him, and called them to witness the genuineness of the transaction. This closed the second act of the drama.

The third act was the religious ceremony of matrimony, and the proclamation of the nuptials; the fourth was the wedding banquet, enlivened by hymns, gun shots and congratulatory speeches, and the fifth and last act of the play was a quiet, evidently happy life, until death separated the strangers who were made man and wife in the third act.

The habits of these people, and even of their Indian converts, were as peculiar as their manners were quiet and unassuming. Their customs were even stranger than their habits. Economy was practiced to such an extent that even they were sparing in the use of language. In the midst of plenty, they were accustomed to deny themselves food, and proclaimed many fast days throughout the year. Their tastes for agriculture were not so marked as their love for horticulture; but both gave way to the prevailing passion for mechanical work. They clothed themselves in the plainest fashion; yet seemed always at home under all circumstances. Cool and calculating, and even usurious when chance offered, they were slow to betray their feelings. They formed a community of such a peculiar character, that, once seen, they never could be forgotten.

#### THE MORAVIAN VILLAGE

This village was located where, in later years, was the farm of Elisha Harrington, around the site of the residence of that pioneer. As described by Mr. Harrington, the center of Moravianism on this continent comprised thirty one story log houses, fifteen on each side of a roadway, forming the nucleus of what the day dreams of Heckenwelder pointed out would be the main street of a large and prosperous town. In the center of one of these rows was the Moravian temple, differing very little, in external appearance, from the dwellings of the worshippers, built as much for defense against the bellicose Ojibwas, as for shelter from climatic extremes.

Here this tribe remained some years; but the Ojibwas, whose more warlike natures made them the terror of all the neighboring tribes, became jealous of the Moravians; hating them because they had abandoned the war path and the nomadic life of their forefathers. They hated them because their religion was full of mystery, or appeared so, to the savages of the Chippewa Nation. The Moravians knew full well how deep was the hatred which their scalp-taking neighbors entertained toward civilization and her children; of their feelings toward any Indians who professed friendship for the American; and this knowledge tended to render their stay here as disagreeable as it was dangerous. It is no wonder to learn of their emigration. They scattered, some returning to Muskegon, others effecting a settlement near the scene of Proctor's defeat, on the Thames River, in Canada; but before the persecuted people left their village on the banks of the Huron, fourteen members of their colony died, and were buried at Frederick, where their graves were made between what are now known as the Harrington and Stephens farms.

The old Moravian village at Frederick has passed into the past. It is as if it had never been. One relic alone remains. Years ago, Elisha Harrington, realizing the fact that the time would come when such a relic would possess no inconsiderable interest to the antiquarian, dug up and preserved a piece of the timber which formed a part of one of those buildings.

#### MORMONISM AND ROYALTY

Among the eccentricities of the American settlement of Michigan, there is only one which excels, in its quasi philosophical bearing, unblushing impudence, political trifling, ignorance and vice. The whole history of the Union fails to present anything so horribly grotesque as the Mormon settlement on Beaver Island, and the introduction of royalty there by a low, unscrupulous, yet clear headed animal, born at Scipio, N. Y., in 1813, and named James Jesse Strang. Here we will briefly review the rise and fall of his kingdom in Northern Michigan. The paper of Charles K. Backus, published in March, 1882, having discussed the progress of Mormonism, the death of Joseph Smith and the dispersion at Nauvoo, selects James Jesse Strang as a representative of that church, and traces him through the varied stages of his life, from June 18, 1844, when he proclaimed the receipt of Joseph Smith's letter, to July 9, 1856, when he died from the effects of wounds dealt by two of his former co-religionists.

Mr. Backus says: "The community at Voree grew steadily in numbers and in 1846 its



leader determined to plant a colony in the Lake Michigan Archipelago. In May, 1847, he, with four others, visited Beaver Island on an errand of exploration. The few traders and fishermen already in possession received them with deliberate inhospitality; but they built a camp of hemlock boughs, found food in beech nuts and wild leeks, and completed their task in the face of many obstacles. When winter came, five Mormon families were permanently settled at Beaver Harbor. In the summer of 1848, their number was quadrupled, and in 1849 they began to be counted by hundreds. Their Gentile neighbors resisted their immigration strenuously; but they were persevering, industrious, sober, and their foothold on the island continually grew firmer. The village on the harbor was named after its founder--the City of James, a title which was soon shortened and sanctified into St. James; a road was cleared to the farming lands of the interior, a saw-mill was built and a schooner was launched. The missionary work was also carefully planned for the winter of 1849, and, with the opening of navigation in 1850, converts flocked to the Mormon island in large numbers. St. James was then made the permanent quarters of the new church, which, at its annual conference in July, was re-organized as a kingdom, with Strang as King, his office uniting those of 'apostle, prophet, seer, revelator and translator.' Counselors and subordinate officers were numerous, but Strang's restless energy was felt everywhere. The communal plan was abandoned, and the lands of the church were apportioned among its members. A system of tithing was instituted, and the funds thus created paid the taxes, cared for the poor and met all general expenses. Schools for children and debating clubs for adults were established. A well-equipped printing office not only executed the orders of its king, but from the royal press was issued regularly (weekly for some years, but daily at the last) the *Northern Islander*, a paper whose appearance and literary merit surprised the occasional tourist in that remote region. The erection of a large tabernacle was commenced, and roads, docks, and kindred improvements contributed to the comfort of the settlers. The prohibitory principle was rigidly applied to tea, coffee, tobacco, as well as to liquor, and the observance of Saturday as the Sabbath, and attendance at church on that day, were made compulsory. Prostitution was threatened with rigorous penalties, but polygamy was sanctioned, although it was never practiced in more than twenty families. The King had five wives; but in no case did the number exceed three, and in every instance it was required that the ability to support a large family should be shown before plural marriage was permitted. All the women were compelled to wear the short skirts and ample pantalets of the Bloomer costume. With its domestic affairs managed in this exceedingly paternal fashion, the Mormon Kingdom grew into a community of nearly two thousand souls, occupying homes which were at least comfortable, controlling a small commerce and slowly accumulating property, but never approaching the civilization of Salt Lake City. Strangers who visited Beaver Island at this time described the men as rough and generally illiterate, and its women as, with but few exceptions, sensual and ignorant. Strang himself was found to be a man of vigorous frame, light complexion and high forehead, intellectual, fluent in speech, of suave manners and very companionable. He was the master of a fervid variety of oratory, and skilled in the art of appealing to the untrained sensibilities of his hearers by stimulating his emotions. At times his authority was unsuccessfully resisted by some of the more turbulent or more capable of his followers; but the faith of the mass of his subjects in his supernatural powers was implicit, and over them his sway was absolute. The ruler of the Beaver Island Kingdom never succeeded in establishing its foreign relations on a peace footing. For three years the Gentile islanders opposed the Mormon immigration by all lawful and some lawless means. Then the new-comers found themselves strong enough to abandon their original policy of non resistance, and they commenced to club the disturber of their meetings, and to retaliate violence with harder blows. The result was a fierce and often bloody border feud, which continued with varying fortunes for six years. As the outcome of this chronic frontier warfare, the Mormons, who were constantly growing in numbers, and had the advantage of a definite organization, became in the end sole possessors of the island, and were heartily hated and feared along the entire coast. In his diplomacy, King Strang was shrewd and successful. He speedily established friendly relations with the Indians, despite the interested hostility of the traders, who possessed great influence over the chiefs. In 1851, the Government became convinced that the islanders were a band of land pirates, who had

trespassed on the public domain, robbed the mails and harbored counterfeiters, and that the kingly pretensions of the leader constituted a veritable case of high treason. Suddenly the United States steamer *Michigan* entered Beaver Harbor, bearing the officers of the national courts. Strang surrendered gracefully, and, with several others, was taken to Detroit under guard. A trial of some length followed, in a crowded court room and amid much public interest. Strang aided in conducting his own defense, making a dramatic speech, in which he postured before the jury as 'one persecuted for righteousness' sake,' and being rewarded by a verdict of acquittal. The downfall of the Beaver Island Kingdom came not from a foreign foe, but from domestic sedition and conspiracy. Its ruler's discipline was at times severe, including the corporal punishment of adults in its list of penalties. His determination to compel compliance with the minutest article of church law also grew more resolute, and in the conference of 1855 he sternly denounced the tea drinkers and tobacco-users of his flock, and said: 'The laws of God shall be kept in this land, or men shall walk over my dead body.' To these sources of disaffection should be added his systematic efforts to make polygamy popular. At intervals, some of his zealous followers would fall away and join the ranks of his Gentile enemies. The most capable of Strang's disciples was Dr. H. D. McCulloch, of Baltimore, an educated physician, an ex Surgeon of the United States Army, a man of social position at home, but one of unfortunate habits. In him Beaver Island nihilism found an organizing head. In the winter of 1855, chronic differences with Strang ended in his deposition from office in the church on the charge of renewed intemperance. In the spring, he left the island, and headed a movement to overthrow the Mormon Kingdom. He found two Mormons, Thomas Bedford and Aleck Wentworth, ready to join him in any scheme of vengeance. One of them was horsewhipped by an angry husband, with the approval of Strang, and the other had been publicly rebuked for violation of some church law. On June 16, 1856, the United States steamer *Michigan* was at anchor in Beaver Harbor. King Strang left his home in the afternoon to call upon her officers. As he was stepping upon the deck, Bedford and Wentworth sprang from behind a convenient wood pile and fired upon him with a navy pistol and a revolver. He fell wounded, but his death was not immediate. He was removed to Voree, and there died July 9, 1856. The same boat which carried the wounded King away also brought many of his followers. Before all had determined to evacuate the kingdom, the settlers along the main land shores made a descent upon the island, burned the tabernacle, sacked the printing office, pillaged the royal castle; but the most ignoble act of all was the destruction of the King's library. The Mormons were given one day to leave their homes, and next day Beaver Island was in possession of the Gentiles.

#### THE GERMAN IMMIGRATION OF 1845

The extensive German immigration of 1845 brought to Michigan a number of Franco-Germans and Bavarians, who felt themselves oppressed at home. These, under the advice of Pastor Loche, resolved to emigrate to the United States, there to follow the profession of the Lutheran creed, and to essay the conversion of the Indians. Within a few years, the first colony of fifteen succeeded in attracting five times that number to our land, and of the second and third bodies of immigrants a few settled in St. Clair County—the greater number locating in Saginaw.

The immigration of 1849, the result of an attempt made by the people to cast away the tyrant, marked the history of that year. The Revolutionists sought refuge in the United States, not a few of them finding a home of liberty in this county. The German immigration of later days brought us Pomeranians and Mecklenburghers.

Louis Bloedon, the historian for the Saginaw German Pioneer Society, says: "Ever since our first appearance in history, from the year 300 B. C. to the present day, the Germans have been fond of emigrating. The main reasons for this have always been the too crowded conditions of the old country; the inherited love of living free and independent, and, last but not least, the desire to have a home or establishment of their own, no matter how small. German explorers, colonists and artisans are, therefore, to be found everywhere.

"Our forefathers went to Rome, to Carthage, to Jerusalem, as conquerors, and the best thing our German citizens here can do is to teach their children and descendants to take Wash-

ington, not as conquerors of old, but in order that they might bring back the Government to what it was when the grand old fathers of this republic left it to its purity and simplicity to all that's grand and noble. The most favored place to which the Germans could emigrate, if not misled by others, has always been the United States of North America. And why not? Climate, soil, fertility of land, a free and almost too mild Government are attractions which no country in the world offers as does this one of our adoption. For all these things we should, most assuredly, be gratified; and especially should we seek to create for the General Government no trouble which could reasonably be avoided.

"Have we all succeeded in establishing for ourselves a happy home? and have we all lived up to the requirements of good citizenship? These are questions which, I hope, could be answered by us with smiling faces and without fear."

#### HOLLANDERS.

In October, 1848, the New York *Sun* noticed the arrival at that port of a party of Hollanders, who came in the ship *Garonne* from Rotterdam; and who, having been forced, by religious persecutions, to leave their homes, settled near their countrymen at Freedrop and Grand Haven, in this State. The *Sun* says, they came under the direction of their pastor, the Rev. D. Budding, a very talented, eloquent and wealthy clergyman, who was, for many years, conspicuous in Holland for his advocacy of liberal opinions, and his opposition to the tyranny of the Government.

When the Government passed a law that no synod of more than nineteen members should be allowed to assemble, he denounced it repeatedly from the pulpit. For doing so, he was fined altogether over 40,000 guilders, and was imprisoned for a considerable time. The company which he brought out were all from the city of Dordrecht. They were seventy-seven in number, and, though poorly dressed, brought with them over \$100,000 in specie.

Another company of twenty-five Hollanders, who came in the ship *Madeline*, brought with them over \$40,000, and went to Grand Haven. Within a year past, the Rev. Drs. Van Rualte and Stickicee have brought over and settled colonies at New Holland, Mich.; the Rev. Drs. Niphen, Bolks and Vander Meule, colonies at Freedrop, Mich.; the Rev. Dr. Scholten a colony in Iowa, and the Rev. Dr. Sonne a colony in Wisconsin; all of which are in a most flourishing condition. From these centers of Dutch colonization, the immigrants spread out, some settling in St. Clair County.





## PIONEER REMINISCENCES AND SKETCHES.

THE character of the pioneers of St. Clair, the manners and customs of their times, the Indians and traders who were known to them, are all referred to in former chapters.

The forest, the fertile oak openings, the hard but happy labors of the husbandman and his family, and the bright hopes which burned, combined to impress a distinct character, to bestow a spirit of enterprise, a joyousness of hope and an independence of feeling. The community formed an admixture of many nations, characters, languages, conditions and opinions. All the various Christian gods had their worshipers. Pride and jealousy gave way to the natural yearnings of the human heart for society; prejudices disappeared; they met half way and embraced, and the society thus gradually organized, became liberal, enlarged, unprejudiced, and naturally more affectionate than a community of people all similar in birth and character. In the following pages these facts will appear more manifest. The tales of the olden time point out that time as one where solidarity of interests marked the character of the people, and leave little doubt that the ideal of good-will to man ruled in their hearts.

### THE FIRST FOUR VILLAGES.

The following reminiscences of early days in St. Clair County were written by the Rev. O. C. Thompson, now of Detroit, formerly of St. Clair:

Within the memory of those now living there were three or four families of pioneer residents on the River St. Clair who had been there since Wayne's victory at Monroe in 1796. At what precise date these persons commenced their residence there cannot now be ascertained. They lived in what is now called the township of Cottrellville, a few miles below the Belle River. Their names were Capt. Cottrell, Capt. Alexander Harrow, Capt. William Thorn and a Mr. Paschal. Capt. John Cottrell was a captive among the Indians and was adopted by a man of the name of Cottrell, and from him received the appellation. His real name was Haven, and he was kidnaped by Indians from Kentucky. His first name is supposed to have been John, but he always went by the name of Captain.

Capt. Alexander Harrow, a young adventurer, located himself on the river a little below Capt. Cottrell's. He was unmarried, and, fortunately for him, there was among the Indians in the neighborhood a captive white girl, whom they had stolen from her parents in Kentucky. She was only fifteen, intelligent and handsome. Young Harrow offered the Indians a barrel of rum for their captive. The offer was accepted and she became Mrs. Harrow after the manner of wifery in those regions at that time. After raising a family of children, they were married in the form that civilization requires. The family were quite respectable, and many of them are still living. Capt. William Thorn was the father of John Thorn, who afterward owned and platted the first part of the village of Port Huron.

At the close of the last war with England, many new settlers came to the St. Clair country. Among these were Charles Chertie, Dominique Minnie, Joseph Boesna, William Hill, Joseph Minnie, William Brown, Andrew Westbrook, Capt. Robertson, Gilbert Yax, Joseph Record, Mr. St. Bernard, L. Z. W. Bunce and Mr. Petit. These all occupied farms on the mainland between Point Aux Trembles and Black River. About this time, Jacob Harsen, a gunsmith, associated with a Mr. Graveraet, a silversmith, came to Harsen's Island. Harvey Stewart, the father of Capt. John Stewart, the well-know sailor of those times, generally in the employ of Oliver Newberry & Brother, and of Henry P. Stewart, still living at Algoma, came from York State on foot through Canada in 1810, had many adventures with the Indians and British during the war, and finally settled on Harsen's Island in 1815. A Mr. McDonald, one of the Selkirk colony on the Thames, settled immediately after the war on what is now known as Dickenson's Island. He was a British subject in heart and soul, so bitter toward the Yankees that he could

by no reason be induced to live outside of the British Dominions. Therefore he bought on this island because it was on the British side of the north channel, not doubting but that the dividing lines would run through the union channel and leave him in the government of his choice. He was greatly dissatisfied when the Commissioners fixed the line in the south channel. The daughter of McDonald became the wife of John H. Smith, who settled at Point du Chien, and was a prominent man in his day. He held offices of trust from the time he came to the day of his death. The family still have in their possession the original document from Gen. Cass, then Governor of the Territory, appointing him Justice of the Peace in Macomb County, which then included all of St. Clair County. Suits were brought before him from all the country around, frequently from Black River, now Port Huron, thirty miles away. He was the first Postmaster in St. Clair County, and held the office thirty-three years. The mail was brought across Lake St. Clair in a canoe to his office, and Abraham, his son, carried it to Pine River, now St. Clair. Mr. Smith was appointed Collector of Customs in 1832. Mrs. Smith, who came with her father from Scotland in 1804, is still living at Algonac, hale and hearty.

St. Clair was the first village on the St. Clair River. James Fulton bought the land of Meldrum & Parks, and laid out the village. Subsequently he sold out his interest to Thomas Palmer, of Detroit. This was the site where Gen. St. Clair built his fort. It stood on the rise of ground south of Pine River. The ruins of this fort were plainly visible when I first went to St. Clair. Judge Brewer says he saw a chimney of one of the old fort buildings standing, twenty feet high, when he came into the country. About a mile above Pine River there lived a Frenchman by the name of St. Bernard. He was at one time a particular friend of Father Richard, and was engaged by the Rev. Father to get out timber for building St. Ann's Church in Detroit. The venerable priest frequently visited and encouraged the men in their work, until the job was completed and timber delivered in Detroit.

Father Richard had made payments from time to time, until more than half of the account was paid, and then ceased. St. Bernard went to Detroit for the balance of his bill, and was met by Father Richard, who in his inimitable, affable and good natured way assured St. Bernard that so much was certainly his due, but that he could do no less than give it to the church. St. Bernard, thus diplomatically beset, was obliged to forego his little account. About this time he was running for Congress, and a neighbor of St. Bernard asked him who he was going to vote for. 'Don't know! don't know!' answered St. Bernard. 'Father Richard very good man for religion, but him bad man for business.'

At the time of the writer's first visit to St. Clair, in 1831, the Gratiot Turnpike was being built by the United States Government, and had been completed as far north as Mt. Clemens. For many years after this, no road from the River St. Clair communicated with the turnpike below Port Huron.

Our best way of getting to Detroit in the winter was by the river and lake on the ice. On one occasion, I took the ice at St. Clair, and did not leave it until I came ashore at the old tavern then three miles above Detroit. We drove out into Lake St. Clair five or ten miles from shore. It was not always safe, on account of seams in the ice. On one occasion, with Deacon S. S. Barnard and Mr. Coffin in my cutter with me, we were far out from land, and came to a seam where the ice was raised up like the roof of a house. It appeared perilous to venture over, so we voluntarily turned in toward shore, and finally found a track where a man had ventured over. Following this, when our horse was fairly on the ice, it began to settle down. The horse was up to his knees in water, and when the solid ice was reached the cutter was afloat.

Frequently, persons made this trip up and down the river and across the lake on skates. Sometimes there were air-holes in the ice, both on the lake and the river. On one occasion a man under the influence of liquor was driving furiously across from the Canada shore to the village of St. Clair (his daughter being with him), and drove directly toward one of these air-holes. It was several rods across it. Several persons standing on the shore of St. Clair saw the operation and they held their breath as the horse plunged into the water; but neither the horse nor driver entirely disappeared, but gained the solid ice and came ashore. It appears that a large field of ice was floating down under the air hole, on which the horse found footing.

Often deer were chased by the dogs from the forests back of St. Clair, and caught by them on the ice, and in the summer men would capture them in the water by going out in canoes or boats.

The deer is a poor swimmer. On one occasion a great buck, followed by hounds, came bounding through the village green one Sabbath morning. The boys did not go to church that day, but to atone for this they presented their pastor with a ham of venison. The bears were very plenty, and disputed with the inhabitants the right to fresh meats which were not under lock and key. A citizen was out one morning early looking for his cow, and came across a very large bear with two cubs. The cubs ran up an elm tree, the old bear remaining as sentinel at the foot. The discoverer summoned a neighbor, and the two, with an old fowling-piece loaded with slugs such as they could find, with much trouble captured the three black "varmints." A bear—as we afterwards discovered—came to our cellar, stealing nothing, however, but soap-grease. I suppose he was manufacturing bear's oil and needed 'more grease.' I fixed the doors to capture the beast, but never succeeded. About this time, I changed pulpits for a Sabbath with Mr. Hyde, of Rochester, and Mrs. Thompson related to him the circumstance of the bear. Brother Hyde said that he would like very much to see such an animal. That night the bear came to the poren of the house and Mr. Hyde was taken with such a sudden fear that for a time he could not get up. Later in the night, Mrs. Thompson was awakened by a noise at her window, and there, directly before her face, was the old fellow himself, with both paws and his great nose pushing against the glass. Some young men in the village undertook to capture one of these fellows in this wise: They killed a pig and laid him out on the common, and, building over it a high scaffold as a tower of safety, waited for their visitor. He came, but his presence put the boys into such a trepidation that they both fell from their loft directly upon the bear, who ran away, carrying the pig with him.

Capt. Samuel Ward came to the mouth of Belle River in 1820, and laid out the village of Newport (now Marine City) in 1831. This was the second village on the St. Clair. Although it did not grow much for several years, it has recently come to be quite a town, and is noted for its ship-building. More steamboats and sail vessels have been built in these ship-yards than anywhere else in the State. The following are the names of some of these boats: The Huron was the first, then the Champion, Detroit, Sam Ward, Frank Moore, Pacific, Atlantic, Ocean, Arctic, Oregon, Traveler, Cleveland, Caspian, Pearl, Ruby, Montgomery, Wade, Water Witch, Forester, Forest Queen, Susan Ward, Milton D. Ward, Marine City, Alpena, Keweenaw, Planet, St. Paul, Coburn, Minneapolis, E. H. Collins, Geo. S. Frost, Salina, A. E. Bissell, River Queen, Rose, James Lord, La Tabrook, Geo. Hart, William Conway, Birchhead and Bay City. A recent published account placed the whole number of steam and sail vessels at ninety-seven. The cost of these vessels was not far from \$3,000,000. This is pretty well for a town that is not yet forty years old.

There has been a remarkable success in business men who have begun operations here. E. B. Ward stands at the head of these, and is supposed by some to be worth \$10,000,000. Several others are worth \$500,000. Some fifteen, at least, can be put down as worth over \$100,000. Very many \$50,000, and so on. When I first became acquainted with E. B. Ward, forty years ago, I suppose his entire earthly inheritance would be put at less than \$100. The inquiry has been made, Why the remarkable success of so heavy business men at Newport or Marine City? I think it originated mainly from old Capt. Samuel Ward. He was scrupulously honest, frugal and industrious, and he spared no patience to impress the importance of these things upon everybody around him. He seemed to magnetize everybody with his spirit, and inculcate them with an insatiable desire to make money. When I first knew him, he was a man of very moderate means, and kept a tavern at Belle River, on one of the old French farms which he had bought, and on which he had laid out his village. When he died he was a millionaire.

Port Huron was the third village on the St. Clair. The beginning of this village was made by John Thorn, on the north side of Black River. Some years after this, Daniel B. Harrington and F. C. White, of Whiteboro, N. Y., bought the strip of land lying between the Indian reservation and the St. Clair River, on the south side of Black River, and laid it out into village lots. Subsequently Dr. Noble and some others bought the Indian reservation and added it to



the village. This has come to be the important place on the river. In 1832 the Black River Mill Company put up a large steam mill that greatly aided the growth of the place.

The next and fourth village on the St. Clair was Algonac, laid out in 1836. Dr. Justin Rice, Degarmo Jones, Mr. Luce and Dr. Clark were engaged in this enterprise. Judge Bunce, aged eighty-six, and apparently good for ten or fifteen years more, has lived in the vicinity of Port Huron since its settlement. At one time he knew personally every man who lived in the Territory of Michigan. He was Presiding and Associate Judge of St. Clair County till his presence seemed a fixture in the court-room. He was chosen to the first Legislature in Michigan, and served as a member of that body from 1821 to 1824.

The same year of his arrival here he built a mill for cutting pine lumber on Beaver Creek, now called Bunce Creek. But this was not the first mill: a mill was built there 130 years ago. All these were propelled by the waters of the creek.

The fourth and last mill is now taken down. Meldrum & Park, mentioned in the chapter on French Pioneers, built a mill on the creek called by their name, and another about a mile below the old Jerome Mill on Pine River. Both these mills were in ruins more than half a century ago. The work of getting out pine logs for these mills was performed without any team whatever. The logs were cut twelve feet long and flattened with a broad-ax on two sides, and drawn to the mill by men.

In 1823, a mission was established at Fort Gratiot for the purpose of educating and Christianizing the Indians, who occupied the buildings at the fort, there being no troops there at the time. This mission was conducted by Hudson and Hart. It was never very successful. A score or more of Indian children were gathered into the school. There is now living on the Canada side of the St. Clair River an old Indian preacher who was educated at Hudson and Hart's mission school. This mission was continued three and a quarter years only. About this time, the mission at Mackinac was established, which was far more successful.

George McDougal, the keeper of the light-house above the fort, was somewhat noted in his day. He was a member of the Detroit bar, but so exceedingly rough and severe in his caustic speeches that they determined to get rid of him, and so they had him appointed to this station with a salary greater than his services would command in Detroit, and so he was disposed of.

In these early days, there were few roads. The birch-bark canoe of the Indian and the batteau of the French trader were the only conveyances. For many years after Judge Bunce lived on the river, his method of getting to Detroit was in a canoe. He would start so as to reach Lake St. Clair in the forepart of the evening, and at bed-time wrap himself in a blanket and sleep while the men rowed through the whole night, and reach Detroit in the morning. The night was chosen because the lake was then least disturbed by winds, and it would bring him to Detroit in time to attend to business. In the winter, the ice was used, and a French train drawn by an Indian pony took the place of the canoe and batteau.

Once while crossing Lake St. Clair on the ice, driving nearly across the middle of the lake, Judge Bunce saw an animal in the beaten road before him and he gave chase, but the animal kept ahead for miles. The snow was deep on each side of the track. After a long drive the brute tired out and jumped into the snow and stood on his haunches. The Judge raised his heavy hickory whip stock and struck at the animal's head, and so stunned the beast that he cut the animal's throat without difficulty, and put him in his train. When reaching the store he inquired of a French settler what it was. The astonished man asked the Judge where it came from. 'Oh, I got him back here on the ice.' 'Got him,' shouted the Frenchman, 'got him alone! Mon Dieu! you must thank the Virgin that he did not get you!' It was a huge wild cat. In 1834, the writer of this paper was installed pastor of the Congregational Church at St. Clair, the county seat of the county. A court house had been built previous to this time, containing on the first floor the county jail and the residence of the Sheriff as jailer. On the second floor was the court room and jury room. The court was held in the jailer's family room, and the grand jury in the chambers, to which they ascended by means of a ladder on the outside, and entered through a window. This house was finished when I went there. In the court room religious meetings were held, and for that matter almost all meetings were held there. Although my parish was St. Clair, and the distance of a Sabbath day's journey across it,

yet practically it extended from Lake St. Clair on the south to Lake Huron on the north, and west indefinitely, sometimes including Romeo. Into all parts of this territory I was frequently called to attend religious services, especially funerals and marriages. At different times, I had regular appointments at Port Huron, St. Clair, Newport and Algonac. I organized the first churches at each of these places. One year I preached regularly every alternate Sabbath at Romeo. Our labors also extended to the other side of the St. Clair River at Mooretown or Mooreville and Port Sarnia, before they had these names. In those days, there was marrying and giving in marriage, even as now, and we did a sort of loan office business in that line. The laws on the marriage service in Canada were burdensome and expensive. This brought almost all that business over the river, and I had my full share of it. Many of our regular attendants at public worship came from the other side of the river.

The Walk-in-the-Water, the first steamboat afloat on the waters above Niagara Falls, had made her first trip and passed up the river as far as Fort Gratiot. The Argo, whose hull was made of two large logs dug out and put together in the form of a canoe, was on the route in 1831, and was that season superseded by the steamer General Gratiot. The following are the names of the boats which have done a passenger business on the St. Clair to the present time: Argo, Gen. Gratiot, Lady of the Lake, Andrew Jackson, Jack Downing, Gen. Brady, Macomb, Erie, Huron, Red Jacket, Telegraph No. 1, Frank Moore, Telegraph No. 2, Ruby, Pearl, Fashion, Forester, Canadian, Forest Queen, Dart, Reindeer, Milton D. Ward, Evening Star, Carrie Blood, George S. Frost and Grace Dormer.

The first Protestant meeting house on the river was built at Point du Chien, near Algonac, and cost some \$250. It was a house of respectable dimensions for the time, but it was never finished. Religious meetings were held there until after the village of Algonac was laid out. The building of that house taxed the pecuniary resources of the whole county. There was scarcely a man on the St. Clair River whose name was not on that subscription paper.

The original paper I saw and it is now in the hands of the Smith family at Algonac. It is a novelty, illustrating the uselessness of money. Almost every subscription was to be paid, and was paid, in such things as the subscriber produced or debt in. Some promised to pay lumber, some shingles, some timber, some work, nails, sash. One woman subscribed the front door, others so many stockings, some gave needlework, etc., etc. But no paint was subscribed and none was used. At the time of building this church there was a Methodist class, whose headquarters were at this church. They gathered into it all persons of that faith on the St. Clair River, and so were able to number a full dozen. Some of them lived at St. Clair sixteen miles away from the place of meeting. The people in those days made more effort to attend church than they do now. One of the Deacons of my church at St. Clair, Mr. Bancroft, lived twelve miles away; still he was always at church with his whole family, and was generally among the first to put in his appearance on Sabbath morning."

#### THE PIONEERS OF PORT HURON

The following paper was prepared by request for the Pioneer Society of Detroit by Mrs. B. C. Farrand: "I find in my own mind," says Mrs. Farrand, "an interest awakened in all that pertains to the history of the Northwest—to the adventures of the early missionaries and traders—more especially to LeCaron, Champlain and LaSalle, with whose names are associated 'the great inland ocean,' 'the Mer Douce' of Champlain, our own beautiful Lake Huron.

I crave your indulgence for the errors you may observe, and the anachronisms which your more extended research will enable you to correct.

So far as I have been able to learn, the French were the first of the Caucasian race to 'behold this beautiful peninsula,' or to set foot upon this portion of its soil. As early as June 6, 1686, M. Du Lhut, who had been in command of Michilimackinac, in obedience to the command of the Governor General of New France, selected the site of the present Fort Gratiot, and erected thereon a fortified trading post, and gave it the name of Fort St. Joseph.

The order was given in these words, among others: "I wish you to establish a post on the Straits, between Lakes Huron and Erie; I desire you to choose an advantageous place to secure



the passage which may protect our savages who go to the chase, and serve them as an asylum against their enemies and ours. \* \* \* \* \* You will take care that each (of the fifty men) provides himself with provisions sufficient for his subsistence at the said post, where I doubt not you may trade for peltries."

Thirteen years after Fort St. Joseph was built, Cadillac established a fort and named it Fort Pontchartrain, at Teuchasagrondie, on the present site of Detroit.

Had Fort St. Joseph existed seven years before, it might have welcomed the adventurous voyager LaSalle, as his wooden bark the Griffin—first specimen of American naval architecture, sailed up the rapid current of the St. Clair, the banks of which almost embrace each other. We seem to hear the report of the five arquebuses as her griffined prow looked forth upon the opening ocean, and her keel first parted its deep blue waters, while naught but the stately pine trees wave an answering salute.

Until 1790, the Indian maintained his original proprietorship, and enjoyed this place of wondrous beauty all undisturbed (for Fort St. Joseph was abandoned after two years). His hunting grounds the great forests—remained all unknown, their vast treasures as yet tempted not the cupidity of the white man, and the rapids at all seasons of the year furnished an unlimited supply of all kinds of fish. So attractive was this place, that 3,000 Indians have been encamped here at one time, within the memory of those now living here; wigwam touching wigwam, and extending far above the present Military street on both sides of Black River.

During the summer of 1790, just mentioned, seven Frenchmen, with their wives and families, arrived at this spot. They came up the river in canoes, and erected shanties for the purpose of forming a settlement. They brought with them no means. Enterprise and health constituted their capital. For many years they lived amicably with the Indians, who permitted them to appropriate portions of the soil for their gardens, and to fell trees with which to erect their cabins of logs.

These Indians had a tradition of a great council held at Pe-tag-wa-no (now Point Edward, in Sarnia) at the beginning of the Revolutionary war. The great question was, Which should they help, the Americans or the British? They had been in council six days, and could not agree, and then sent for the great prophet and chief of the Huron tribe, We-me-ke-uns. This chief had a grotesque appearance. Besides being very large and powerful, he had three noses—a smaller one on each side of the face. He stepped forward into the council and said: 'My Brothers—the Great Spirit tells me that we poor Indians had best keep silence, for the Ke-she-mo-co-mon (meaning the Big Knife, or the Americans) will drive us away beyond the Rocky Mountains. These beautiful forests will not be our home. It may be, you and I will be gone to the happy hunting-grounds of our fathers, but these things will surely come. The Americans fight for themselves, and the English for their king. The Americans are few, but they have a great advantage; they will drive the English back over the great waters, and will fight to the last. So there is no hope for us. Remain in peace. The Great Spirit hath spoken.'

This chief lived one hundred and twenty-five years before he went to the happy hunting grounds of his fathers. His wife preceded him four years: was one hundred and one years of age, and left fifteen children to mourn her *early* departure.

The names of the French settlers were Anselm Petit, Francois Lerviere, Baptiste Levais, Duchien, Jarvais, Coarneais and Moreaux.

M. Jarvais erected a saw-mill on what is now known as Indian Creek, but was then called la Riviere Jarvais. Three miles up Black River was Quotsboron, the site now of Harrington's mill. Black River was then called by the more euphonious name of la Riviere Delude, although the association was no more pleasant, from the fact that a man by the name of Delude had found his grave in its dark waters.

The settlement, though called Desmond for a few years, was more frequently called la Riviere Delude, until the platting of a village, in 1835, by the Hon. Daniel B. Harrington, to which he gave the present name, Port Huron.

The Indians had several acres of land under cultivation on the lowlands of Big Marsh, just above the present crossing of the Grand Trunk Railroad over Black River, up to the time of



the great land speculations of 1836-37. The second saw mill was built by M. Petit, under contract, for Park & Meldrum, of Detroit. Park & Meldrum were slaveholders, and employed slave labor. One of their employes served seven years to obtain one of their slaves for a wife; and the descendants of this woman are now living on the banks of the St. Clair River, in the county of St. Clair. It is to be hoped that this slave wife was truly a free woman after her marriage.

At the breaking-out of the war of 1812, disturbances seemed to threaten the settlers. The Indians were not as friendly as heretofore, and in the summer of 1813, during the holding of an Indian council, the settlers were warned by a squaw, to whom some unusual kindness had been shown, that their death or capture had been determined upon, and that they should at once remove. Accordingly the next morning they started for Detroit in boats. On their route they met Mr. King, one of the settlers on the Canada side, on his return from a trip down the river, and told him of the troubles and fears at la Riviere Delude. He was unable to appreciate the situation, and said he had few fears and should proceed home and take the risk. The next day he was killed, and also a man with him by the name of Rodd. Their wives and children were taken as captives to the head of Lake Huron. Some of the children of King are now living in the vicinity of Saginaw, and the widow of Rodd is the same Old Mother Rodd who was so well known in this locality, and who died a year since, aged one hundred and fifteen years. A son of hers now resides on the Indian reservation opposite this place.

King was an Englishman, Rodd a half breed. Of the Indians engaged in this massacre were 'Old Salt,' 'Black Foot,' 'Wapoose' the medicine man, and 'Old Wawenash,' the old Chippewa chief who died in Sarnia only a few years ago. Wawenash shot King.

After the close of the war, the settlers returned to their homes and Fort Gratiot was built, the settlers assisting. The fort was garrisoned by a company under command of Col. McNeill, Maj. Burbank and Capt. Whistler.

A re-enforcement of French settlers arrived in 1815—Mr. Peter Brandemoor, M. Causley, M. Duprey, and the two brothers Burnham—so that there began to be the appearance of a settled community, and a good deal of confidence and security experienced.

In 1819, Mr. Jeremiah Harrington, the father of Mr. Daniel B. Harrington, arrived from the State of New York and 'found the place used mostly by the Indians as a hunting ground and fishery.'

In 1820, the county of St. Clair was organized, and its records for several years thereafter placed in a cigar box for safety.

In 1828, the houses for the Indians on the Sarnia side were built, just as they now are, by the British Government. A contract for some of the building materials was taken by Mr. Jonathan Burch of this place; the shingles were furnished from the American side of the river.

The first village plat was made by Mr. Edward Petit, son of one of the original settlers, and was named Peru. Twelve acres were platted on what is now known as "the Flats."

No church edifice existed for many years, either Protestant or Catholic. Early Protestant religious services were conducted by Dr. Norman Nash, then on his way to the Green Bay Mission. He preached at Fort Gratiot and baptized several children.

Occasionally a Catholic Priest made a visit here and administered baptism. Old Father Bada was the first who visited this place. Pere Richard came as far as Cottrellville.

The records of the town and of St. Clair County, as well as those of Fort Gratiot, are easily accessible, and as they embrace a period of little more than fifty years are not very voluminous.

As a means of acquainting you more perfectly with the early days of this region, and also of rescuing from oblivion awaiting them, unless speedily saved, I have recorded some incidents in the life of a native of this city, who, so far as we can learn, was the first white child born within the limits of what is now known as Port Huron."

Mrs. Farrand concluded this contribution to Michigan's history with a biographical sketch of Mr. Petit, which is given in the personal history of the city.

Shortly after he entered upon the duties of his office. On September 10, 1805, he, as Commander-in-Chief, issued the following orders for military organization: 1st. A regiment of infantry of eight companies from all parts of the Territory except the district of Erie, to be known as the First Regiment. (The Erie district embraced the territory all south of Huron River, Monroe County.) 2d. A regiment in the Erie district to consist of seven companies of infantry, and one of cavalry—the cavalry company to be by voluntary enrollment, and to consist of thirty-two rank and file; this regiment to be known as the Second Regiment. 3d. A legionary corps to be made up by voluntary enrollment from any part of the Territory except the Erie district, and to consist of one company of cavalry, one company of artillery, one company of light infantry and one company of riflemen, the corps to be commanded by one Lieutenant Colonel, commandant, and one Major. Under date of October 1, 1805, the following appointments were made: James May, Adjutant General, with rank of Colonel; Matthew Ernest, Quartermaster General, with Colonel's rank; Francois Chabert de Joncaire, First Aid-de-camp to Commander-in-Chief, with rank of Colonel; George McDougall, Second Aid-de-camp to Commander-in-Chief, with rank of Lieutenant Colonel; Solomon Sibley, Third Aid-de-camp to Commander-in-Chief, with rank of Lieutenant Colonel.

The officers of the First Regiment were A. B. Woodward, Colonel; Antoine Beaubien, Lieutenant Colonel; Gabriel Godfroy, Major; William McCoskry, Surgeon; Rev. Gabriel Richard, Chaplain; Chris. Tuttle, Adjutant; Charles Stewart, Quartermaster. The Captains were Jacob Visger, D. Duncan, George Cottrell, Louis Campeau, James Henry, Louis St. Bernard, Joseph Cerre *dit* St. Jean, Joseph Campeau, Jean Cissne. The Lieutenants were Samuel Abbot, John Meldrum, Whitmore Kuaggs, Jean Marie Beaubien, Christian Clemens, James Campeau, Thomas Tremble, Francois Chovin, Joseph Wilkinson. The Ensigns were Allen C. Wilmot, George Cottrell, J. B. Cicott, James Connor, John Dix, F. Rivard, F. Tremble, Jean Ruland and John Burnett.

Other commissions were bestowed in the case of the Second Infantry Regiment, and in that of the Legionary Corps, between October 1 and 3, 1805. An order of October 9, directed the militia of the St. Clair River to be detached from the First Regiment and to be formed into a battalion of four companies, to be commanded by one Lieutenant Colonel and a Major. This battalion with the Second Regiment and Lieut. Col. Duncan's Corps, formed one brigade, known as the Second Brigade. Capt. George Cottrell, of the District of Huron, was promoted Lieutenant Colonel of the St. Clair Battalion, and Capt. Louis Campeau, of the District of Huron, promoted Major of the command. Similar appointments were made in the other commands, and military organization completed in 1805.

Military affairs are unnoticed in the Michigan records until April 22, 1811, when the following general orders were issued: "The Commander-in-Chief has thought proper to establish the following limits to the four companies of militia comprising the battalion on the Rivers Huron (now Clinton) and St. Clair, viz.: 1st. On the River St. Clair, the company commanded by Capt. Francois Bonhomme, to commence at the lower end of Lake Huron and descend on the River St. Clair to the mouth of Belle River; Lieut. George Minie and Ensign J. B. Racine are attached to this company. 2d. The company lately commanded by Capt. George Cottrell, Jr., to commence at the mouth of Belle River and extend to the mouth of the River St. Clair, including the most southern and western inhabitants in that vicinity. 3d. Pierre Minie to be Captain of the company lately commanded by Capt. George Cottrell, Jr., *vice* Cottrell resigned. Samuel Gravel to be Lieutenant of said company, *vice* Pierre Minie promoted; and Henry Cottrell to be Ensign, *vice* Robert McNeff resigned." The remaining articles dealt with military affairs in the district of Huron. At this period George McDougall was Adjutant General of the Territorial Militia. In June, 1811, Lieut. Col. Christian Clemens reviewed the militia of the Huron district at Mount Clemens. One of the St. Clair companies was not present.

#### WHEELER'S REMINISCENCES.

There is nothing which deserves more attention and diligence on the part of every American citizen than to seek to obtain and preserve records of the "exploits and adventures" of the first settlers of the country and to make careful researches in reference to the history of our

villages, towns and counties, thus helping to furnish incidents for the full history of each State and of the nation at large. No doubt in many instances, important and interesting facts have been lost by neglecting to gather up and record the local events of particular neighborhoods, and reminiscences of those who fought the battles of their country and who have been the pioneers of Western civilization. The last name on the once long catalogue of our Revolutionary fathers has dropped from the pension list, while but a few of the worthies who were in the second war of independence when the nation fought for "the freedom of the seas," still remain. Some of these reside in the county of St. Clair, one of whom at least was among the first settlers, namely, Barzillai Wheeler, of the town of Kimball. Judging that a sketch of his life, especially some historical facts touching the early settlement of St. Clair County, of which he was cognizant, might prove a source of interest, a newspaper correspondent visited the old gentleman in 1882, and obtained from him the particulars penned in the following narrative:

"I, Barzillai Wheeler, was born in the town of Keene, N. H., in the year 1793. When eighteen years of age, in the month that war was declared by the United States against England, I enlisted under Lieutenant Recruiting Officer Butterfield, in the regular army of the United States. Wages for a common soldier at that time were only \$5 a month, but afterward they were raised to \$8. I served as a common soldier till about the middle of the war, and then was advanced to the rank of Orderly Sergeant for Gen. Macomb. My salary as Orderly was \$12. I first went to Boston, and from there to Marblehead Fort, about twelve miles distant, where I remained till the ensuing spring; then was ordered to Dorchester Point to join the army under Gen. Hampton. He was soon ordered from there to join the army of the line at Burlington, Vt. I was left sick at Charleston, and after recovering, went into the rendezvous for drilling recruits, and stayed there until the next winter, when Col. Ranney came to me and inquired if I knew the route to Burlington. He said he would send me there with a span of horses and about \$1,000 worth of baggage, and let his colored servant boy go with me; that he would take the southern route, and I might take the northern, and meet him there on an appointed day. I started according to orders, and though stopping on the way three days to visit my friends, and breaking down within six miles of Burlington, nevertheless arrived at the time fixed.

Thence we crossed Lake Champlain, to Plattsburgh, and joined Gen. Izard's army, remaining till spring. Gen. Wilkinson then took command and led us to Cold Mill, situated on the lake shore in Lower Canada. The mill was a stone structure, answering for a fort, and there were 500 British soldiers in it, while we numbered 1,700. Here a battle took place. We, kneeling down, decroyed out a column of the enemy, and then rising, fired upon them, killing all but one; we then retreated southward.

In the following July, Gen. Wilkinson being relieved, Gen. Izard received command. Government then issued an order for the Commanding General to take 5,000 of his best troops and repair to Sackett's Harbor. On arriving there, we were shipped for Black Rock, and thence crossing the river above the falls, we joined the army of Gen. Brown, and the united armies went down to Chippewa Plains; this was in the fall.

Here we remained in the presence of the British forces for several months, the armies in the meantime bombarding each other.

At last we were ordered to retreat to Black Rock, the British likewise retreating to Fort George. The army then divided, Gen. Brown taking his division back to Sackett's Harbor, while a part of Izard's was set to work tearing down Fort Niagara, the other division crossing the river, built barracks for the winter near Black Rock, and there we stayed till peace was declared, when we returned to Sackett's Harbor, where, during the war men were discharged; but the five years men were consolidated into new regiments, and then shipped for Buffalo, and from thence to Detroit. There we built barracks, and the next spring, in the month of May, 1816, the great Indian treaty was held at Spring Wells. There were present, President Monroe, Gens. Harrison and Cass, Gov. Woodbridge, and many others of the distinguished men of the nation, and also about 5,000 Northwestern Indians. During the progress of the treaty, we were stationed as a guard around them, in case they should prove treacherous, and raise the war cry. I served out my time at Detroit, obtaining my discharge from the com-



mand of Gen. Macomb in May, 1817. I received \$100, which was then due me from the Government, invested it in a horse and cart, and in crossing the River Rouge, lost my horse, while I barely escaped drowning.

In May, 1818, I became acquainted with Mr. James Fulton, who, in connection with a Mr. Brooks, who had been an officer in the army, was proposing to go into a new section to start a village. I and another man hired out to the firm. It may be well to say that Mr. Brooks soon sold out his interest in the enterprise. We were sent with two yoke of oxen and a cow, destined for Pine River, the site of the present village of St. Clair. We drove them up the lake shore and were four days reaching the place of destination. Mr. Fulton sent up a boat with my wife and provisions and implements, my wife being the only woman who was there for a year.

There had been no previous improvements; a slashing only had been made, and that was grown over with large brush. The only signs of a building were the dilapidated walls of a brick house, standing on the opposite side of the river, which was said to have been once the residence of Gov. Sinclair.

Mr. Fulton employed eighteen men, who were set at work clearing and putting up buildings. A piece of corn was got in down at the point, where were a few apple trees which had been planted by the Indians. We broke up three acres of ground on the south side of Pine River the following autumn, sowing it with about three bushels of wheat, from which we harvested seventy-five bushels. We cleaned it with an Indian sieve, and then took it down to a wind mill near the mouth of the Clinton River to get it ground.

There being no business in the country, manufactured articles being high, cotton cloth three quarters of a yard wide being worth 50 cents a yard, Mr. Fulton soon became reduced in circumstances, his financial enterprise proving a failure. I then removed to the town of Cottrellville, where I resided for a few years. Afterward I returned to St. Clair, and from thence, in December, 1835, I came to Pine River, where I now reside.

If I live till September next, I shall be eighty-four years old. I am now living with my third wife, who is seventy seven years of age. I have raised a family of five children, two sons and three daughters. For the past five years my health has not been very good. I have been a member of the Methodist Episcopal Church for many years, and have endeavored as well as I was able to serve my God, my country, my generation, and the church. And now having passed the boundary of man's life, as declared by the inspired penman, I expect it will not be long before I shall receive my discharge here in the Christian army to go up and enjoy the victor's reward in the heavenly country."

Such are some of the incidents in the life of one of the soldiers in the war of 1812; of one of the pioneers of St. Clair County.

#### THE COURIERS' SETTLEMENT.

Denis Causlet and Peter Brandemour, settled at the mouth of Black River previous to 1790; Anselm Petit, Francois Lariviere, Baptiste Levais, J. B. Duchesne, Michel Jervais, J. B. Courncais, and Peter Moureaux located in this vicinity previous to 1794.

A settlement was also made by a Capt. Francois Marsac, in about 1798, at Tremble Creek, the stream near New Baltimore on the Ridge road, and also prior to 1796, at Swan Creek, beyond New Baltimore some four miles. From the early settlement of that section, a tradition has been handed down—and this tradition has many believers even now—that an English Captain or Lieutenant, who had been largely successful in gathering together a quantity of bullion, being compelled to flee from the Indians, buried his treasure in the earth about a mile from the present site of New Baltimore; that he was either killed by the Indians or died from exposure, and the secret of his treasure's hiding place died with him. Many searches have been made by infatuated individuals after this treasure, and many believe that the ghostly shade of the deceased Captain guards the treasure trove so jealously and has such power of moving its location, that all search is in vain. At this period—1798-1800—the means of communication with Detroit was by way of the river and lake. The Gratiot Turnpike had not then been projected or opened. This was surveyed long after, in 1827, and cut through the

next year as a road of communication between Fort Detroit and Fort Gratiot, at Port Huron, and the head of the St. Clair River. In connection with the history of this turnpike, the traveler of modern days can scarcely appreciate the difficulty of the opening of this highway. We need not tell that from Detroit to Port Huron was one vast stretch of forest, with slough-holes, pit-falls, swails and mud, at such frequent intervals as would appall the traveler of to-day. It is said that about the site of James Patton's house, some four or five miles north of Mt. Clemens—now a high, dry and pleasant location—the road passed through a swamp which, in the wet season, furnished the wild duck and swan with a swimming-place, and consequently the Indian with a splendid hunting-ground for bird game.

Edward Petit, son of Anselm Petit, was born in a log house standing at the intersection of Court and Military streets, Port Huron, on February 7, 1813. His mother, Angelique Campeau, was the daughter of Simon and Angelique (Bourdon) Campeau, who came to the St. Clair settlement with the early immigrants from Quebec. In May, 1813, when the hired savages of the British threatened the life of all who espoused the cause of the Republic, the family sought refuge at Detroit, and remained there until the army of Harrison and the policy of Cass struck the Indian heart with fear, subdued both the white and the red savages, and left the American citizens free to return to their homes in peace.

#### SOLDIER SETTLERS.

Fort Gratiot was erected in 1814-15, and received a garrison in 1817-18 of Maine State troops, whose term of service expired in July of the latter year. After receiving discharge, many of the garrison soldiers determined to locate lands in the vicinity of the fort, or along the River St. Clair. Samuel Wilson, Isaac Davis, Reuben Dodge, Jabez Meigs, John Harris, settled in the southeast part of Clyde Township; Freeman Knowles, Isaac Palsolar and Samuel Glidden, in Township 7 north, Range 17 east. Richard Sansbury, a Virginian, and a soldier of the garrison of Gratiot, bought the Scofield tract from Jeremiah Harrington, who purchased from Scofield in May, 1819. John K. Smith, noticed in other pages, was attached to the United States Army, served in York State, ultimately on garrison duty at Detroit, which latter post he left to settle on the St. Clair.

#### THE FIRST MILL ON BLACK RIVER.

The first saw mill erected on Black River was, according to A. P. Stewart, built by Mr. Morass some years before the war of 1812. During the progress of the war, the United States contracted with Morass to supply large pine timber. The contractor brought hither his men and teams, procured the timber, and brought it over the ice-covered waters of Black and St. Clair rivers, and the lake, to Detroit.

#### THE RELIEF OF FORT GRATIOT BY BROWN.

During the war of 1812, the United States garrison at Fort Gratiot was reported short of provisions, and the Detroit Commissary received orders to supply that post; but on account of the dangers attending a movement of Americans through the Indian country at that time, the Detroit official hesitated to send forward the stores until a safe guide could be found. Fortunately he heard of William Brown, father of James Brown, of Cottrellville, with whom he treated to deliver the supplies to the starving soldiers at the Fort. This courageous man set out next day with a train of fat cattle and other supplies, arrived at Point aux Trembles that night, and the next night reported his safe arrival at Gratiot. Only a short time before this, a United States Lieutenant with a squad of troops were attacked on the river, and the officer killed.

#### INCIDENTS OF EARLY SETTLEMENT

In 1819, the St. Clair Militia Company was commanded by Capt. Westbrook, under whom William Brown, the hero of the relief of Fort Gratiot, was serving. During the assembly for training, two of the volunteers were willing to indulge in a little fight between themselves, when Lieut. Brown interposed. Capt. Westbrook, coming forward, censured his Lieutenant for preventing the battle, when the contest was transferred from the men to the officers. West-

brook charged Brown with disobedience, and the cause was brought before the Commander-in-Chief, who relieved Westbrook of the command and conferred the Captaincy on his Lieutenant.

Reuben Hamilton moved into the village in 1829.

John Doran purchased the house built by Louis Facer in 1822, and continued it as an inn. Doran subsequently built a store, which he operated in partnership with Charles Peltier.

Jonathan Burch located on the north bank of Black River in 1828, building a house at the same time on the corner known as Water street and Huron avenue. The same year he built a store house, and was a trader here up to 1834.

John Thorn, born in Cottrellville Township, moved to Port Huron in 1831, and took possession of the Thorn claim.

Andrew Westbrook lived two miles above Marine City, where he exchanged provisions, dry-goods, hardware, oxen, horses, etc., for shingles and lumber.

Peter Brandamour, or Thongodos, or Little Piece of Love, or the Brave Big-Talking Man, erected a house on river road in 1819. On the purchase of his lands by the Providence Company, or other speculators, he became irritable, and removed to the Canadian side of the river.

Henry Germaine erected a house on his wife's property, known as the Thorn Plat. This building stood on the south side of Quay Street.

Rufus Hatch was the original occupier of the first settler's store, erected by Thomas A. Knapp, on Quay street. Here James H. Cook conducted a general store for Knapp from 1825 to 1832.

Peter H. Whitney operated the Bunce Mill in 1820-21, and subsequently became identified with the lumber industry on Black River.

George McDougall was the keeper of the Fort Gratiot light house in 1822.

John Riley, a half breed, erected two houses on the northeast corner of the Indian reservation, the first in 1817, and the second in 1820. One stood on the west side of Water street at the intersection of Military street, the other on Lots 7 and 8, Block 96, of the village plat.

Joseph Watson was the owner of some land below Military street bridge, a parcel of which he sold to Michael L. Kelly. Kelly erected a house thereon, 100 feet below the bridge, in 1827, which was used for a store and tavern for many years.

Louis Facer was the owner of a farm fronting on Black River in 1820. He built a house on the river front, at Quay street, some time after opening his farm in 1821, and in this house he inaugurated inn-keeping.

John B. Desnoyer made headquarters for a time at Port Huron; but as his trade was carried on with the Indians in their villages, his peltries were stored round wherever circumstances pointed.

In 1821 Jeremiah Harrington returned from Fort Saginaw, and stayed at Samuel (Hidden's house throughout the winter. In August, 1822, he located land on Sections 30 and 31, Township 7 north, Range 17 east.

In 1815, Ignace Morass erected the Abbottsford Mills, and in 1816 Zeph. W. Bunce built his saw mills in Township 6 north, Range 16 east. In 1826, the Andrew Westbrook Mill was built, and in 1827 Smart, Miller and Scott erected the Wadhams' Mills.

Anselm Petit was a settler on what is now Section 11, Township 6 north, Range 17 east, previous to the war of 1812, and after the defeat of the British made the place his home until the waters swept over the location, compelling him to move to higher ground. His house stood on Court street near Second street crossing, where he had a homestead farm of nineteen acres. This land was subsequently platted by his son, Edward Petit, and the plat recorded as the village of Peru. The lots sold on this tract were the beginning of Port Huron.

Jacob Kendall came to the county in 1825, and purchased lands one mile north of Algonac. He held every township office in Clay except that of Constable. He was a man possessing more than ordinary intelligence, practical in all matters, conscientious, and altogether an exemplary pioneer. John B. Kendall, once Sheriff of St. Clair, inherited his father's property.

John Swartout, a settler of 1835, located lands on the north line of Clay Township that year. He was born in 1785, and was fifty years of age when he entered on a Michigan pio-



neer's life. His sons, Martin, Abram, Denis and Benjamin, particularly the two first named, took a part in the pioneer work, which followed settlement.

Weaver Stewart settled at Algonac in 1828, two years after the establishment of the Plainfield Post Office. He purchased lands from Mason & Luse, where he made his home until his death.

Among the early settlers and Indians a most peculiar species of love existed. The aborigines did not love the whites for themselves, nor did the latter love the Indians; yet both peoples felt that one class was necessary to the well-being of the other. At times the nature of the savages would assert itself, and a cry for the blood of the settlers would be raised; again the trials of the pioneers would breed a feeling of bitter hatred against their red brothers, but throughout an undercurrent of fraternity existed, which generally came to the surface in the moments when passion seemed on the point of ruling over common sense and justice. In ordinary life, the Indians were accustomed to call their white friends by some title characteristic of them. In this way the soldier-citizen, Samuel Wilson, was named *Abatanachana*, or Half-way man, by reason of his house being between the mouth of Black River and the Ignace Morass Mills.

Jeremiah Harrington and members of his family were known by the name Keosaonena, or Hunting-man; John Thorn bore the title Sonsagaunsa, or Little Village, on account of his being the first resident of a settlement on the St. Clair; J. B. Desnoyers was called Hickory, or Ticuanboue; James H. Cook's name was Waubo Cheke or Fish Hawk; Wig-was or Birch Timber was applied to Jonathan Burch; Peter Brandemour was named Thongodos, or Brave Big talking man; P. W. Whiting was named Wauboscun, or White Color; Anselm Petit, who had his toes amputated on account of frost bite, was called Cisceesit, or Cut Feet, and so on, until the savages had an Indian name for every white person in the county up to 1830.

In the spring of 1836, or about that time, John Reside, a Scotchman, living in the northern portion of Bruce, was engaged in sugar-making in the woods, and in the afternoon of one day his little daughter, Jane, about five years of age, who had spent the afternoon with her father, started to go home alone, and became lost in the woods. The mother, supposing the child to be with her father, felt no alarm, and the father knew not of her loss till his return late in the evening. Search was soon made and neighbors flocked in to give such aid and sympathy as they could, but owing to the darkness in the timber the search was unsuccessful.

The weather was quite cold and a storm threatening. The men, however, kept in the woods and by lights and incessant shouting kept the beasts away. In the morning, Luke Fisher came with a dog which was allowed to smell a stocking worn by the child. The dog soon traced the way the girl had gone, and followed by his master soon came upon her. She had become completely exhausted and overcome by the cold, and had fallen on her face upon the ground. Her uncle, a doctor, was at hand and she was restored to life and brought home. Her hands were frozen and the complete use of them never fully returned. She still dimly remembers the scenes of that terrible night and never forgets that she owes her life to the sagacity of a faithful dog.

#### REMINISCENCES OF JUDGE BUNCE.

Zephaniah W. Bunce was born in Hartford, Conn., in 1787. Both his grandfathers—Bunce and Drake—were sea captains, and owned their own vessels. They were among the first settlers of Hartford. Capt. Bunce sailed out of New London, and was engaged in foreign commerce. Capt. Drake sailed out of Hartford in the West India trade. Capt. Bunce owned a farm within a mile of the present site of the State House, south of Little River. On this farm stood the old Charter Oak. It was the highest ground in the neighborhood, and he built his house on the highest point of that ground. Judge Bunce tells us of his visit to that spot in 1813, just before he came to Michigan. The original orchards and shade trees were then standing. The Judge at that time sold out his interest in the old farm, and did not visit it again until 1868, when everything familiar to him had passed away—relatives, friends and scenery, even the old oak, all gone, except one old maple tree. The grounds were made into a public park, and the site of the old dwelling was occupied by institutions of learning.

Old Capt. Bunce had six sons and one daughter. His oldest son was sent to Yale College at New Haven. While he was there, the Continental war broke out, and he entreated his father to let him enlist into the army. The father refused, and directed the boy to finish his studies. A privateer was fitting out at New Haven, and when she was ready to sail, young Bunce and one of

his classmates, by the name of Dodd, shipped on board of her. They had success in privateering, taking several prizes. When young Bunce returned, his father forgave him, but with a threat that if he left again before his course of study was complete, he would disinherit him. Notwithstanding this threat, which he knew was full of meaning, when the privateer was again ready for sea, the boy, with his companion, Dodd, shipped again for further adventure. This time they did not fare so well. Their vessel was captured by the British, and the crew imprisoned at Halifax, where they suffered very greatly, but finally made their escape from prison, found a boat on the shore, and put to sea. After boating about for some time, they were picked up by a vessel, but for reasons not explained, the captain would not, or dared not bring them to shore. They left his vessel four miles out at sea, and by the help of the tide, reached the shore in safety by swimming. When he came to Hartford, his father offered to forgive him if he would give up his engagement with Mary Drake, the mother of the old Michigan pioneer, which engagement had been of long standing, was favored by both families until Capt. Drake became poor by the loss of his ship and cargo. The boy refused to accept the conditions, and was accordingly disinherited. But it seems the father afterward became reconciled to this son, for in his will he made him equal with the other heirs, and not only so, but made him executor of his estate.

This son was the father of our Michigan pioneer, who was the oldest of six children, two sons and four daughters. His father died at the early age of thirty-three years. After the death of Zephaniah's father, his mother went to live with her mother Drake, who was a sister of Uncle Joseph Pratt, who was also one of the first settlers of Hartford. His home farm comprehended the grounds on which the State House now stands.

The grandfather Drake had five children, two sons, Ebenezer and Samuel, and three daughters, Mary, Martha, and Submit. Mary, the oldest, was the mother of the boy whom Michigan inherited. Submit, the youngest, took her name from the sad fate of her father, who was lost at sea, before she was born. Nine captains sailed out of Hartford at one time, all married men. A terrible storm fell upon them and every one of them was lost. It is very remarkable that each wife subsequently gave birth to a daughter and they were all named "Submit."

Ebenezer Drake, the oldest son of Capt. Drake, followed the occupation of his father. He was gone on his last voyage thirty-one years, and is said to have visited every port of any importance in the known world at that time. Samuel, the youngest, joined St. Clair's army as a private and was promoted to the office of Colonel. Neither of these Drake boys were ever married. Both died at their mother's, in Hartford. Submit married William Emerson, of Northampton, by trade a hatter. On one of his visits to Hartford he persuaded the mother of Zephaniah to let him take the boy and bring him up as his own child. She consented to this, and young Bunce, then between five and six years of age, went to live with the latter, learned the trade of him, and became quite proficient in the business of hat making. At the age of twelve years, his uncle sent him out through the mountains of New Hampshire and through the thinly settled parts of the country to buy up furs, and this became quite a business for him. He was very skillful in horsemanship. He tells of a boyish freak in which he used to indulge with his uncle's horses. On a stream where he watered the horses, there was a perpendicular fall of several feet. The back water from a mill-dam completely covered this fall, and young Bunce would go up the stream, mount a horse, sometimes standing upright on his back, and then put him to the top of his speed down the stream. The horse, not aware of the fall, would make a glorious plunge, and the boy, holding on to the halter would swim ashore, bringing the horse out well cleansed from all mud spatters.

This uncle having failed to give his nephew the education the young man thought he was entitled to, a separation took place between them when Zephaniah was seventeen years old. He then took his effects and engaged as a journeyman hatter in another house in the same town. There he earned money and sent himself to school for a time. He then left and started the hatting business in Claremont, N. H., where he remained three years. From this place he went to Chester, Vt., started the hatting business there, and continued it four years. He then connected himself with one Allen, in the dry goods trade, in Albany, N. Y. With this business he connected the sale of ready-made clothing. One day in the fall of 1816, a young man came into the store to rig himself out with a suit of clothes. He was the brother of the late Thomas S. Knapp, of Detroit, on his way from that military post to his home at Hudson. Knapp told such a story about the prices and scarcity of such goods here that young Bunce got the Western fever.

In the spring of 1817, he put on board a one-horse wagon \$3,000 worth of ready-made clothing

and started for Detroit on the 15th day of April, 1817. He passed through Rochester, N. Y., when there were only twenty persons there, and a choice of lots could be had then for \$50. Our adventurer was detained at Buffalo some days for the completion of the schooner Michigan, on which he intended to cross Lake Erie. This schooner was the one which was subsequently sent over the Niagara Falls with the wild animals on board. After a three days' passage, he arrived at Detroit, stored his goods with James Abbott, and engaged board at Col. Richard Smith's tavern. He made an effort to see the farming country around Detroit, and for this purpose told Col. Smith, his landlord, to have a horse saddled for him. He mounted this animal and took his course across what was then called the Commons, to a French wood road, followed this till he found himself deep in the mud and water. Tried another and another road and found all the same. He then returned to the tavern and asked the Colonel to put him on to a road that would take him into the country. "Where do you want to go?" he inquired. "Out among your farmers, to see what you have got for a back-bone for your city," he replied. "We have got no such bone. You will find nothing in that direction but swamps, wolves, wild cats and Indians. If you want to see our farmers you must go up or down the river." He took his advice and went as far as Hudson's (now Fisher's) on Lake St. Clair, by way of the old stone windmill.

He was invited by Col. Jack Langhan, Paymaster in the United States Army, to go with him and assist in paying off the troops at the River Raisin, now Monroe. They started at 3 o'clock in the morning, Col. Langhan and Col. Dick Smith on horseback and Chauncey S. Payne and the Judge in a one-horse wagon. They crossed the Rouge by swimming the horses and carrying the wagon over in two canoes. In the same way they crossed the Ecorse. The ground over which they passed in the first part of the journey was sandy, and they found no great difficulty until they reached Swan Creek. There they mired their horse and wagon, but after one expedient and another, they extricated themselves from this quagmire. Here night came on, a dark, dreary night, with nothing to amuse or cheer them but the howl of the wolves, which kept up their serenade until nearly daylight. The last part of the way there was a road made by United States troops through a dense forest, free from stumps, but with no bottom to the spongy soil. They arrived at the Raisin about 9 o'clock in the evening.

After four days at the Raisin, they started at 6 o'clock A. M. on their return, and having daylight for the worst part of the way they got along better than when going down, crossing the Ecorse about 9 o'clock in the evening. Half way between that river and the Rouge they found a pack of wolves in the road before them, which opened to the right and left and let the travelers pass, at the same time saluting them with a hideous howl. Payne, badly scared, stuck to the wagon. The Judge, having provided himself with a cudgel, posted himself in the hind end of the wagon for defense; but neither of them was injured. The horse suffered the most from the effects of Payne's whip. They reached Detroit in the wee hours of morning.

Mr. Payne was for many years a citizen of Detroit, associated with one Levi Brown in the silversmith business. Payne married the daughter of Jacob Smith, an Indian trader. Capt. Garland, of the army, married another daughter of Smith. These girls inherited from their father an Indian reserve west of this city. Mr. and Mrs. Payne are both yet living, and able to give a large amount of information and interesting incidents of Indian and pioneer affairs. The traffic of this family with the Indians was carried on mostly through the house of Conrad and Jerry Ten Eyck.

Judge Bunce was married to Laura Ann Duryee, daughter of John T. Duryee, a New York merchant, September 13, 1827. He left for Detroit in November, with his wife and a stock of dry goods. Crossed Lake Erie on steamer Michigan, of which Sherman was master, and Blake, mate. Sold goods at Detroit for one year and then went onto the place where he still lives. They have had eight children, but only three of them are now living. Mrs. Bunce died January 26, 1857, aged fifty-six years. She was a most excellent woman. The following is the pathetic language in which the old man spoke of her death: "She was a woman of rare attainments, possessed of every endowment that constitutes a lady; refined, amiable, and Christian; but alas! she is gone."

Judge Bunce, now eighty-seven years old, moved onto the place where he now lives fifty-seven years ago. In the early days of Michigan, he traveled extensively over the Territory, held public offices, and occupied positions enabling him to take observations of the growth of this commonwealth from its first incipency. At one time, he says, he knew personally every man who lived in Michigan. "When I first made his acquaintance in 1834," says Rev. Mr. Thompson, "he



was Judge of the County Court, and continued so during all my residence in that county, some fifteen years. He was a member of the first Legislature of Michigan, and served in that body from 1821 to 1824. The first year after his arrival on the River St. Clair, he built a saw-mill on the creek emptying into the St. Clair near his residence, which creek has borne his name to the present time. Near the site of this mill were the remains of a mill which was built ninety years before his, and even that was the second mill on that spot, the first having been built 136 years ago."

A description of their mode of traveling in the early days of his residence on that river shows that, when there was no ice to prevent, the conveyance was a canoe with the motive power of an Indian paddle in the stern; in the winter, a French train on the ice, drawn by an Indian pony. If the ice was sound, they sometimes went through the middle of Lake St. Clair in going to Detroit. The most common route was down the St. Clair River, through the north channel, passing Middle and Cartwright Islands, through the Chenal ecarte (or lost channel), to Milk River Point. Thence to Detroit they had their choice by land or ice. In the autumn or spring, when the ice was unsound, they took the margin of the river and lake, down the north channel to old Mr. Chortier's, thence across the prairie to the lake at Toad Creek, down the lake to Swan Creek, and Salt River to the farm of James Meldrum, who was the son of the senior partner of the firm of Meldrum & Park. From this farm there was a road to Mount Clemens, which they could take if they wished, or they could take the shorter route by the ice to the mouth of Huron River, now called Clinton River. They sometimes crossed Huron Point to the bay at the mouth of Milk River, near the residence of a Frenchman named Larabee. He was of the Catholic persuasion, something of a scholar, and became noted on account of a lawsuit with old Father Richard. They disagreed with regard to some of their matters, so the Rev. Father forbade his neighbors from having anything to do with him. This brought on a lawsuit, ably defended by Counselor O'Keefe for the plaintiff, and Gov. Woodbridge for the defendant. Larabee was victorious. From Milk River Point they usually had a fair road to Detroit.

In the year 1818, Judge Bunce had occasion to visit Mount Clemens from Detroit twice. Once he met a large white faced bear, but the bear did not molest the Judge, nor the Judge the bear. In the spring of the same year—1818—heavy ice had come down from Lake Huron, blocking up the channel of the mouth of St. Clair River, setting the waters back so that the St. Clair Lake and the Detroit River were literally drained. The waters of the lake had receded at least four miles from shore. The surf had raised several sand ridges. The Judge took the farthest out, as it would bring him most direct to old Papineau's, near the road leading to Mount Clemens. About one mile from Milk River Point, he came so near the water of the lake that he could see the current of the North Channel, which appeared to be running at the rate of three miles an hour. He was then about four miles from what is ordinarily the shore. There has been one such freak of the ice since that, though not to so great an extent. Where the banks of the St. Clair were low, men were obliged to take their wives and children upon their backs and wade through the ice and water four feet deep, to reach dry land.

The only dock at Detroit then was the public dock thirty feet wide, extending into the river until a depth of eight feet of water was reached. A second dock was built by Mr. Hudson, and a third by Mr. Roby. In the spring of that year, Judge Bunce hired one Jackman, and started on horseback for his St. Clair home. The lake was nearly free of ice, but some remained in the bogs. At the mouth of the Clinton, he inquired as to the soundness of the ice across the bay to Salt River, and was told that an Indian had just come down, and would hire to pilot them back. They found the ice firm enough to within a short distance of the shore, when looking back they saw their Indian in full run for the Clinton River. They soon found that the ice was floating out into the lake. Sounding the water with his rifle, the Judge found it three feet deep. He jumped his horse into the water, mounted him, took Jackman on behind, and reached the shore in safety.

One year he was in Detroit in the beginning of winter and purchased goods of Conrad and Jerry Ten Eyck. Some of these goods he needed at once, and decided to take as many as he could in his train. He made a box some three feet square by three and a half feet high, and filled it with goods. This box formed his seat on the train. When ready to start, he found his leading lines missing, and substituting a cod line for them, started on the ice, which was sound along the margin but open in the lake. There were many cracks in the ice, from two to eight feet in width, running from the shore to open water. Our hero came within a rod of one of these cracks before seeing it, when he drew suddenly on the cod-line and it broke at both ends near the bits. There was but

one expedient left for him now, and that was to make the horse leap the chasm if possible. He plied the whip with full strength. The third jump he cleared the track, about four feet wide, and being impatient of the lash, he kept on at full speed toward the open water. The driver crawled down from his box, got hold of the breeching, and from strap to strap succeeded in reaching the headstall and checked his speed, after being taken out of his course three or four miles. He then steered direct for Salt River, leaving Point Huron a mile or more to the left. While on this beat, he was struck by a tornado, which wheeled him quite around like a top. He managed to bring the horse's head to the wind in order to reach shore, but the horse either would not or could not budge a bit in that direction. About a quarter of a mile to the east he saw a ridge of broken ice leading in the direction of Larabee's. He made for that, and after a few more whirls, succeeded in reaching it, and bringing his starboard runner in contact with the rough ice prevented the whirl. After breaking through several times he reached Larabee's at half past 2 o'clock in the morning, cold and hungry, but not frozen.

In the spring of 1826, while returning from Mt. Clemens with Counselor O'Keefe, when near where New Baltimore now stands, they were overtaken by a blinding snow-storm. They steered for Swan Creek, hoping to reach Shommenegoblin's wigwam, but brought up at open water far out in the lake. They followed up the channel, and when yet a distance from shore broke through the ice in three feet of water. The Judge and the horse succeeded in climbing onto the ice; but O'Keefe was so benumbed with cold that he stayed in the train. They reached Capt. Pierre's, two miles below Mr. Chortier's, at 2 o'clock in the morning, thoroughly wet and weary.

In the fall of 1827, Mrs. Bunce's mother came from New York, to reside with them at St. Clair. The Judge met the lady at Detroit and there hired a Frenchman to take them to the mouth of the Clinton in his cart. There he hired another Frenchman to take them in a canoe to Mr. Chortier's. During this voyage, a lake gale sprung up, the Judge took the paddles from his ferryman, and succeeded in reaching Mr. Cartwright's about 3 o'clock in the morning, wet, tired and sleepy.

In 1828, he left home for Detroit with Mrs. Bunce, her brother, and three Indians—Onsha, Leutagon and Mickaninne. They took the vessel route down the St. Clair River, by the north channel and Snibora, to Milk River Point. An easterly wind arose and with it a heavy swell, so they were in the trough of the sea and soon taking in water fearfully. Old Onsha began to whistle and cast over tobacco, an Indian sign of great peril. There was but one course left for them, and that was to reach shore at the nearest point and in the shortest time possible. As they neared the shore, the swells increased, and it was plain that the canoe would fill as soon as it reached the breakers. Onsha was told to jump into the water as soon as the canoe reached the breakers, and take Mrs. Bunce in his arms and get her ashore if possible. He, being a very tall, stout Indian, accomplished this feat very nobly. The Judge caught a trunk and leaped ahead of a swell, and so reached the shore successfully. Young Duryee lay seasick in the bottom of the canoe, and was rescued with more difficulty. They then made their way to the wigwam of Brant, the half Indian. He is said to have been the son of old Commodore Brant, who in days of yore resided two miles above Hudson's, on Grosse Point. When they reached the shanty, Brant was off hunting and the door was barred. One of the party made his way through a window, unbarred the door, and all entered. They soon made a fire, took down a venison ham hanging on a rafter, and with tea, bread and pork, were enjoying supper when the Indian returned from his hunt. With the usual Indian grunt of surprise, he manifested his displeasure at their freedom: "Tyah, Aubunnee, spose you not one shentlemen at all!" But a loaf of quashegun, some kokosh, with a few shillings for the venison, soon soothed him, and he became quite friendly. In the morning he went to the settlement, hired a Frenchman with his pony and cart, to take Mrs. Bunce and the Judge over to Milk River Point, the Frenchman going before, sometimes up to his middle in water, to pilot them through. Young Duryee, with the luggage, went around by water.

In 1828, the wind blew with unabated fury for three days and nights. The Judge was then running the mills which Thomas S. Knapp, of Detroit, had built some fifteen miles above the outlet of Lake Huron. He made a road to that place as near the margin of the lake as the ground would permit. This road passed through a heavy grove of white-oak timber, that was about fifty rods long and twenty-five rods wide. Every vestige of this grove was swept away by the violence of the storm. Some of the trees were three feet in diameter. It was equally disastrous at several points between that place and the St. Clair River. After the storm abated they found the shore strewn with round clams, very much like the ocean clams, except in flavor. They were fresh and

insipid. If cooked and highly seasoned, they were palatable. They gathered a bag full of them.

The two following incidents are related by Judge Bunce in his experience of St. Clair life: He started one evening to go to Harson's Island for hay, the nearest place where that article could be bought. It was winter and he was in his train; when passing a point a little below where St. Clair is now, he saw some animals clambering up the steep bank, and on the ice by the side of his path lay a deer which the wolves had just killed and which they had butchered very scientifically. It was still bleeding at the wounds in the throat. The Judge bethought himself that a venison steak would be a treat, and he appropriated the deer to himself by putting it into his train, and started on; but he had not gone far before the whelps whom he had robbed came yelping after him in such earnestness and growing numbers that they began to be somewhat troublesome. He succeeded, however, in beating them off with his whip till he came to a rough place in the ice which compelled him to go slow, when he began to fear that the wolves would have him and the deer, too, and so he compromised the matter by tumbling the deer out of the sleigh, and, putting the whip to his pony, left them to their carnival.

Once while crossing Lake St. Clair on the ice, driving nearly across the middle of the lake, he saw an animal in the beaten road before him and he gave chase, but the animal kept ahead for miles. The snow was deep on each side of the track. After a long drive, the brute, tired out, jumped into the snow and stood on his haunches. The Judge raised his heavy hickory whip-stock and struck at the animal's head, and so stunned the beast that he cut his throat without difficulty and put him into his train; when reaching the shore he inquired of a French settler what it was. The astonished man asked the Judge where it came from. "O, I got him back here on the ice," replied the Judge. "Got him!" shouted the Frenchman, "Got him alone? Mon Dieu! You must thank the Virgin that he did not get you!" He found that the prize he had captured was a huge wild cat.

What a change like dissolving views has been wrought on the shores of the St. Clair since this old gentleman first cast his eyes upon them. As he recollects, there were then nineteen men with their families living on the American side of the river.

Old Mr. Cartwright lived on Cartwright Island. He was one of Lord Selkirk's colony. When they broke up their settlement on the Thames, on account of inundating waters in the spring, some went to Bear Creek, some to Chortier. Cartwright came here.

On Harsen's Island were Jacob, George and Frank Harsen, good families. Harvey Stewart was a prominent man, a good farmer, and ran a small distillery. His wife was the daughter of Mr. Graveraet.

On the main land, at the lowest point of Duchesne, was Louis Chortier, who came from Three Rivers, between Quebec and Montreal. He was a trapper and a raiser of ponies. He had fifty-five at that time and fed them on the prairie, which was about nine miles in circumference.

Commodore Harrow, as he was called, lived a little farther up the river. The remains of a brick distillery which he built are still there. He had two sons and two daughters, who are yet living near the old place.

Old Capt. Thorn occupied a place above Harrow's. He had two sons, William and John. John owned and platted the first village lots in Port Huron. One of the daughters was married to Billy Brown, another to James Fulton, who was the founder of St. Clair. The other became the wife of Andrew Westbrook.

Capt. Robertson owned and occupied a farm above Thorn's. He was somewhat famous for catching white fish. More white fish were taken on the St. Clair River at that time than at any other place, and they were better fish. The white fish of Lake Erie were small, weighing from one-half to one pound, on the Detroit River from one-half to one and a half pounds, and on the St. Clair from one to two and a half pounds. No steamers were here to frighten the fish then, and they were caught in large quantities; you could take your choice for \$1.50 a hundred. The Judge went with the Indians one day to the mouth of the middle channel of St. Clair River to inspect their mode of fishing. This channel was as deep as any other, but shallowed off as it entered the lake to three feet, where were three small islands. These in the spring of the year were covered with gulls' eggs. The Indian mode of catching sturgeon was this: They boiled a sturgeon and took off the oil and mixed it with sand; then took branches from the trees, put them into a canoe and went out to the middle of the river. They threw over the sand and the branches and then went to the shoal water below and waited for the branches. When they appeared, seven sturgeon appeared with them. They took three of the seven. One of these measured five feet nine inches. Before Black River



was obstructed by dams, the sturgeon, pike and mullet went far up this stream to deposit their eggs. Often the sturgeon would be too late in getting down and would have to get into deep holes and wait for a flood. The Indians would then attack them drive them into shoal water, and kill them with hatchets.

George Cottrell had a good farm, three sons, and one daughter. George, Jr., was the farmer, Henry, the Sheriff, and David, the Associate Judge—all very respectable.

William Brown kept a public house and was a thrifty man.

Peter Yax comes next. He was a good Catholic, as were also most of the citizens on the river. Father Richard visited them twice a year and frequently stopped with Yax. Yax had three stalwart sons, all fiddlers. The Rev. Father thought there was too much dancing among the young people and prevailed on them when they came together to sing and amuse themselves in some other way. So he told Mr. Yax that the young people had agreed to amuse themselves without dancing so much. Now, as the old man's sons were all fiddlers, it rather interfered with his financial interests, but he was obliged to submit. The next time the Father came round he said: "Well, Monsieur Yax, not so much dance among the young people, I suppose?" "No, Father, not so much dance, but the young men get the cards and gamble. They drink whisky and get drunk. They curse, they swear. No, not so much dance; oh, no! not so much dance."

Next above this farm was the negro Harry. He was the servant of Meldrum & Parks, who gave him this farm for his faithful services.

Capt. Andrew Westbrook had a very large and good farm, yielding some \$5,000 worth of produce annually, which he exchanged for lumber, shingles, etc.

Thebault is remembered, too, the father of Frank Thebault, of Port Huron.

Mr. Record was an excellent farmer with an excellent farm. His wife was half Indian: an amiable, refined lady, a pattern of neatness.

Jo Minne is remembered, too. His mother was a squaw. He was a gentleman of the first water, very hospitable, and with great energy of character. At one time he had a lawsuit before Justice Wolverton, whose office at that time was at the Bunce place. Minne had been twice there with his witnesses and could get no trial. He then asked the Justice when his case could be tried. He was told to come in the morning early: his was the first on the docket. Minne was on hand in time, but another case was called. Mr. Minne rose and said: "Mr. Wolverton, you told me that my case was the first on the docket. I want my trial." "Constable," said the Justice, "put this half Indian out of the court. I cannot be disturbed." "I shall not go out, sir, until I have my trial; and if you, sir, or your Constable undertake to put me out, you will find I am not half Indian for nothing." The jury was called and his case tried.

Old Mr. St. Barnard comes in for a share of remembrance. He came from Canada and located above Pine River. He furnished the timber for St. Ann's Church, in Detroit, on contract with Father Richard, and did a large share of the work with his own hands. Father Richard would say, "St. Barnard, don't let the moss grow on your ax handles." "No, Father, I for the hew timber; you for the pray." The old man, at seventy-six years of age, built a two-story house and lived in it for many years.

Old Mr. Petit lived at the mouth of Black River, on the flat near where Howard's mill now stands. When Judge Bunce first saw him he was plowing for wheat, with a bull and a horse side by side.

There were four or five French families above the fort, who obtained their living by catching fish and selling them to the soldiers.

On the Canada side of the St. Clair River was the traitor Campau, to whom the British Government gave a farm for his services in the war of 1812. This farm has since been known as the Sutherland farm. It is directly opposite the city of St. Clair. Thomas Sutherland, the poet of Moore, occupied a part of that farm until his death in 1882.

Next above this was John Courtney, a Dutch farmer from Pennsylvania.

Above him was Sampson Ward, back of Elk Island, and near him lived Frank Bartrow, the blacksmith. From Bartrow's to Port Sarnia was a dense forest that looked as though a tree had never been cut from it. It was a heavy green fringe along the east margin of the River St. Clair. On the spot where Port Sarnia now stands was one log shanty surrounded by apple trees planted by the Indians.

This picture of the shores of the St. Clair has dissolved and passed away from the vision of

this old man, and now, as he is approaching his fourscore and ten years, he finds himself in the midst of cities and villages, and a thriving agricultural and manufacturing population. It is a matter of rejoicing that this old patriarch is hale and cheerful, enjoying a good, vigorous intellect, and has the prospect of another half score of years at least, before he takes his departure.

MEMOIRS OF AURA P. STEWART.

"I was born in the town of Canandaigua, in the State of New York, on the 20th day of May, A. D. 1804. At the time of my birth, my father had charge of a large distillery and brewery owned by Mr. Dewey, a merchant of Canandaigua, who failed, by which my father lost \$600, and was thrown out of business for several months. In 1805, my father established his business of distilling and brewing on what was called Mud Creek, in the town of Bristol, adjoining Canandaigua. At the birth of my brother, John H. Stewart, my mother began to decline, and her illness increasing, she died in the month of May, 1810. At this time there was much talk about the new Territory of Michigan, and from the favorable reports secured, my father was determined to see the new Territory and seek in it a home. Accordingly he set about the settlement of his business, and in the latter part of November, 1810, he shouldered his pack containing his clothes, accompanied by a brother, and took his journey for Michigan. On arriving at Buffalo he learned that on account of the lateness of the season, there were no vessels bound for Detroit: that the few vessels then navigating our lakes had gone into winter quarters and laid up. On this information my father and his brother determined to travel on foot through the then wilderness of Canada, and crossing the river at Black Rock, our travelers entered upon their long and tedious journey. At this time the weather was warm for the season: much rain had fallen, rendering the roads, which were mere pathways, almost impassable. After traveling two days, father and his brother came to a tavern kept in two large log buildings joined together; the landlord was at work chopping down some heavy timber for the purpose of enlarging his farm. Our travelers rested the following day, during which they engaged to assist the landlord at his chopping for a small compensation and board for a week or more, hoping within that time a change of weather would freeze up the mud and make the roads more passable.

At the expiration of ten days, the weather became cold, and the mud in the roads was frozen, and our travelers pursued their westward journey. After several days' travel, in which my father and his brother suffered much inconvenience in obtaining food and lodging, they came to the border of what was in those days called the Long Woods; the distance through this dense and dreary forest was twenty miles or more. Here night overtook them, and our travelers sought lodgings at a log cabin, and were refused by the woman of the house, on account of the absence of her husband. The weather was at this time extremely cold, and there being no other place where lodgings could be found within ten miles, the woman finally consented to their remaining over night. She could furnish neither bed nor supper, and to keep warm our travelers filled the fire-place full of wood, placed their packs under their heads and laid down on the bare floor to rest for the night. At the dawn of day the next morning, our travelers shouldered their packs, knowing that they could get no refreshments until they reached Ward's Station, ten miles distant, where was kept a house of entertainment for travelers at about the middle of the Long Woods. My father had not traveled many miles before he became faint from hunger, but fortunately he found in the road a valise, on opening which he found a lunch of boiled beef, biscuit and cheese. This was a treasure to our travelers, most timely and unexpected, and they sought a resting place on a log and refreshed themselves with the contents of the valise. On reaching Ward's Station, our travelers concluded to remain over night, and secure the whole of the next day to accomplish the remaining ten miles of that dreary forest. The next morning, our travelers, after partaking of a hearty breakfast, pushed forward with a determination to accomplish the remaining ten miles as soon as possible, which they did in good time, and were glad to find that the remaining part of the journey led through a settled district. On arriving at Moravian Town, my father fell in with a chap by the name of Ransom, a Connecticut Yankee, as he was called by the Canadians, who had been a resident of that place for a long time; he had built a grist-mill, saw mill, and had a large farm under cultivation; he was the principal business man of the place.

He appeared extremely glad to meet my father; told him that he had but recently entered into a contract with a Mr. McGregor, of Windsor, to furnish the timber for masts and spars and finishing lumber to be used in the construction or building of the British fleet intended to command our lakes; Mr. McGregor being the first contractor with the British Government. My father entered into contract with the said Ransom to select and hew the timber in the woods to fill the contract, Ransom to haul it to the bank of the River Thames for inspection. This was in the winter of 1811, and in the month of April the timber and lumber were placed on the bank of the River Thames, ready for inspection and rafting. Ransom was in the habit, once in a while, of drinking spirituous liquors to excess, and was so well pleased to have his contract filled and accepted by the agent of the British Government that he went on a big spree, became deranged, cut his throat, and died before he paid my father for his labor. The timber and lumber were to be delivered by Ransom at Malden. Mr. McGregor, being the first contractor, came up and took the timber as it lay on the banks of the Thames, and contracted with my father to raft and deliver it at Malden. After floating the timber down the Thames, it was put into strong cribs to be taken through Lake St. Clair. At that day the manner of rafting timber and lumber through Lake St. Clair from the Thames was to tow it along the lakeshore with ox or horse teams, unless the wind was fair to force it forward. After many days' toil in this manner the raft entered the Detroit River, and when below Hog Island, a violent gale of wind sprang up which broke the raft and landed it on the American side of the river; it was seized by a Mr. Watson, then custom house officer at Detroit, and he and other parties, knowing that the contents of the raft were to be used in completing the British fleet, then in process of building at Malden, sought opportunity to have the lumber and timber confiscated to the American Government, but my father, faithful to the trusts reposed in him, avoided all traps set for him. He had the case brought into the United States District Court, and there a decision was had restoring to him the timber and lumber. After the decision of the court, my father collected the timber and lumber together and delivered it at Malden, for which Mr. McGregor paid him very liberally, and promised to assist him in getting his pay from the estate of Ransom; this he could most easily do, as he had been appointed administrator of the estate of Ransom. While in Detroit my father became acquainted with the firm of Mack & Miller, who owned a distillery on Harsen's Island, in the county of St. Clair, who wished him to make up a quantity of grain they had in store into whisky; but before doing so he visited Mr. McGregor and leased the Ransom farm for one year, together with the team and farming implements, and sent his brother up to take charge of the farm and put in a crop, which he did, sowing that season twenty acres of wheat and rye. My father, after three months, finished his engagement with Mack & Miller and returned to the Thames, and spent the balance of the summer and the following winter in distilling for Matthew Dalson and Esquire Jacobs. In the month of May, 1812, my father returned to the State of New York to visit his boys, whom he had left in charge of their grandmother, at the town of West Bloomfield, Ontario County, and I can well remember with what gladness parent and sons met.

After a visit of two weeks, my father returned to Michigan, and at the proper time, went up to the Thames, and himself, his brother and five hired men entered the harvest field, and were progressing finely in securing the grain. At this time Tecumseh was, with a band of his Indian warriors, stationed a few miles above where my father was at work with his men. Previous to this, war had broken out between England and the United States; and my father had consulted Esquire Jacobs about his remaining in Canada long enough to secure his grain, and settle some other business matters, and was informed that he could; and as his office was civil and military, he would protect him. Esquire Jacobs was a very prominent and influential man, and under his protection my father felt safe. But some envious and loyal person had informed Tecumseh that seven Americans were at work in a field some distance below and urged their capture. Tecumseh's feelings being hostile to all Americans, he sent sixteen of his band, all mounted on horses, to take my father and his men prisoners; but fortunately, a friend of my father's, on learning that Tecumseh was about to send a band of his warriors, mounted his horse and ran him to the field where my father was at work, and gave timely notice. The messenger told my father that he must leave the field instantly or he would be a prisoner within ten



minutes. My father expressed a wish to go to the other side of the field to get his coat, as it contained his pocketbook, papers, and all of his money; but his friend insisted that it would not be safe to do so, and he and his men rushed to the river, jumped into a canoe and rowed down as fast as possible for about a mile, when my father jumped on shore at his boarding house to get his clothes. He had just entered the house when the band of Indians came up; on seeing them, the lady of the house requested my father to jump down cellar, which he thought not safe to do, if the house was searched; he jumped through the window and entered the harvest field where her husband was at work, and went to work with the other men. The Indians were told that there were seven men in the field, and when they saw the six men in the canoe, they hesitated, giving them time to cross the river and enter the woods. They found lodgings that night at a French house near the mouth of the Thames, and the next day took the road leading to the River St. Clair, and crossing over at Harsen's Island, hired a friendly Indian to take them across to Clinton River, when they followed the road bordering Lake St. Clair and so safely reached Detroit.

My father, being separated from his comrades, found many kind and sympathizing friends. He was furnished with a wallet filled with provisions, and a boy by the name of Putnam gave him a large cavalry pistol with powder and ball. With these supplies, my father entered the woods, traveling on a line with the road. It was late in the afternoon when father entered the woods, and when night came he was forced to climb a small tree to protect him from the wolves, who came so near he could hear them snap their teeth. At the dawn of day the wolves left, and father descended from the tree, took the road, which he safely traveled, reached Windsor, crossed the river and entered the city of Detroit. It was a happy greeting when the seven men met in Detroit: his companions supposed that father had been taken prisoner.

The boy Putnam when grown to manhood became Col. Putnam, who joined the Canadian patriots and was killed at the battle of Windsor, at the patriot invasion in 1832.

My father remained in Detroit and witnessed its shameful surrender by Gov. Hull. He gave me a description of that scene, and of the appearance and conduct of Gov. Hull on that day. It was fashionable in those days for gentlemen to wear ruffled bosoms and white cravats; the Governor had besmeared his with tobacco spittle in his excitement and fright. At that time there was a lawyer by the name of Brush residing in Detroit, who was believed to be a traitor and unfriendly to the American cause, and who had a controlling influence over Gov. Hull. It was believed by the citizens of Detroit, capable of judging, that Brush had secretly consorted with Gen. Brock and advised the manner of attack. It was known to many of the most prominent men of Detroit, that Brush had advised the surrender of Detroit, and argued the impossibility of successfully defending it; that he was Hull's adviser, and his influence over him great. There was one thing noticeable, that when Brock had arrived within musket range, he halted, and stood regarding the American force, and their ability to oppose him, as if in doubt whether he was not leading his men into a trap.

I have listened to Judge William Conner, of Mt. Clemens, while discussing the conduct of Hull and Brush in the surrender of Detroit, and they gave it as their opinion, supported by the best men of Detroit, that the cause of its surrender was cowardice on the part of Hull, and treachery on the part of Brush.

Detroit, after its surrender, was put in command of Maj. Mulr of the British Army; he was a perfect gentleman, and treated the citizens with kindness and respect. The British had collected together about fifteen hundred wild Indians; some of them were Pottawatomies, but they were mostly from Mackinaw and along the shore of Lakes Michigan and Huron, and to keep them from annoying the citizens of Detroit, they were stationed at the River Ecorse, below the city. The Indians were commanded by a half-breed by the name of Magee. Once in awhile some of these Indians would venture up to town, at sight of which many of the women, children and timid citizens would be alarmed, but Magee, when notified of their presence, would go into the street and give a few tremendous yells, at the sound of which the Indians would gather around him, and he would order them back to camp, and they would instantly obey him. At times when the Indians would come to town, Magee would be so drunk that he would have to be assisted into the street and held upright by some of the citizens; but,

notwithstanding, his unearthly yells (and he had a voice like a lion) would bring all the Indians around him, and he would order them back to camp.

While the British held Detroit, they sent two expeditions against Fort Mays, then called Frenchtown; now the city of Monroe, where there was a little stockade defended by Ohio militia. At the first attack, the British troops were repulsed with considerable loss. Some of the best marksmen in the little picket fort, when the British had placed their artillery to play upon the fort, were ordered by their commanding officer to pick off the men at the gun, a six-pounder, and if possible not allow it to be fired; and I have been told that they did their work so thoroughly that the British had to abandon their gun; that the moment they attempted to load it, every man fell. On the return of this party, my father asked a Welsh soldier how they made out; he shook his head and said, 'very bad;' on asking the reasons of the failure, he said, 'Yankees *squint*, he never *squint*,' meaning that our riflemen took aim when they fired, but he did not.

The next expedition the British sent to capture Fort Mays was more successful; they not only took the little stockade, but they allowed the Indians to murder their prisoners and the inhabitants; this affair is known in history as Winchester's defeat, and it was a cruel and sad affair. The Indians on their return had the scalps taken from the slain elevated on poles as they entered town, among which was seen some beautiful hair, taken from the heads of females.

The inhabitants residing on the border of the river and Lake St. Clair, and in fact all persons having their residences north of Detroit, were compelled, at the breaking-out of the war, to seek safety in Detroit. The Indians, in passing down the St. Clair River, would go on shore and shoot down the cattle, sheep and hogs of the inhabitants, and take anything they took a fancy to, and for this reason all the inhabitants of Northern Michigan were compelled to seek protection in Detroit, and there remained until relieved by Gen. Harrison.

The British at Malden and Americans at Erie were pushing forward, with all possible dispatch, the building and equipping of vessels of war intended by each Government to command our Lakes, both fleets being in readiness by the 1st of September, 1813.

The British, while holding Detroit, to prevent Gen. Harrison from gaining information of their strength and operations, kept a strict guard over their citizen prisoners, allowing none to leave the town; but a merchant of Detroit got permission to go down to Malden to settle some business, and on his arrival the battle between the two fleets had begun. I have forgotten the merchant's name, but think it was Truax. He produced a glass and a ladder, and got on top of a house, and there witnessed the whole transaction, and as soon as he discovered that the American fleet were the victors, he hastened back, putting his horse at a fast trot, to bring the glad news to his American friends. It appears that the officers commanding Detroit had got the news before Truax's arrival, but held it secret from their American prisoners, who were waiting with the greatest anxiety, and were most joyfully relieved on Truax's arrival. Now followed great confusion at the fort and in the town; the British were in a hurry to evacuate the town, and seized every boat and canoe to convey them and their baggage across the Detroit River. Amid this confusion and hurry of the British, the Americans collected and held a secret consultation; they knew that the British soldiers would leave Detroit that night; but they had great anxiety about those six hundred wild Indians lying at the River House; fearing they would rush into town and rob, and perhaps murder the citizens, it was thought a messenger should be sent to Commodore Perry, requesting him to send them succor as soon as possible.

The persons selected to bear the message to Commodore Perry were William Macomb, William Conner, Henry Graveraet, --- Naggs, Charles Stewart and Harvey Stewart; there were two other persons selected, the names of whom I have forgotten—eight in all. A canoe had been secured and hid, and our messengers, each paddle in hand, jumped into their canoe, and propelled it down the Detroit River, exerting themselves to deliver the message to Commodore Perry as soon as possible. The night was dark, and on arriving at the mouth of Detroit River, no shipping could be seen; but they heard the sound of oars, and judging from the peculiar sound of the oars that it must be a ship's boat, they hailed, 'Boat ahoy!' the answer was, 'Ariel;' the boat hailed in turn; the answer was, 'A canoe from Detroit with a message



for the Commodore!' The officer in charge of the boat took the canoe in tow, and brought the messengers to the Commodore's ship, where they remained that night, the Commodore assuring the messengers that 'if the Lord would permit, he would relieve their anxiety, by bringing his ships before their town by 9 o'clock the next morning.' The Commodore asked the messengers many questions, and on hearing that they were all well acquainted with the sections of country through which Gen. Harrison would have to pass in his pursuit of the British troops, he gave them his letter of introduction to Gen. Harrison, who, on a further examination, employed the whole eight persons as guides to his army up the River Thames. At this time Gen. Harrison was crossing his army and landing them at Malden, under cover of Perry's fleet. I will here relate a little circumstance as related by my father. The report of cannon at the battle between the American and English fleets on Lake Erie was plainly heard in Detroit, and while the battle was raging, father took a stroll up town, hoping to hear from the combatants; on entering Smith's Hotel, he saw a number of British officers seated around a table drinking whisky and discussing the probabilities of success to the British arms. One of their number, a civil officer, after filling his glass and elevating it high, said, 'God will bless the British arms, and I drink to the success of our brave seamen now engaged.' At that speech of the British official, father said he became excited, and knowing that he could gain no satisfaction by replying, left the house in disgust; but soon after Mr. Truax returned from Malden and brought the glad news of Perry's victory; it was then amusing to see the boaster's hurry to get over the Detroit River.

After Harrison's army had crossed over at Malden, Perry's fleet weighed anchor, and the wind being moderate, all sails were spread, and the army being in line for marching, both proceeded up the river, the army keeping abreast of the fleet, which my father said was the most beautiful sight he ever witnessed. Where the army rested that night, I am not certain, but I believe they reached Dalson's Station, on the River Thames; if so, it would be fast marching, as the distance would be at least sixty miles. The British had troops stationed at Dalson's, who had joined the retreating army from Detroit, and in their hurry had left some of their supplies. When the army halted at Dalson's Station, Gen. Meigs rode up in front of his brigade and gave his order not to molest the citizens by entering their gardens and orchards, saying, 'We have not come to molest the peaceable citizens, but to fight those who are in arms against us.'

Gen. Trotter, on hearing Gen. Meigs' order, rode up in front of his men and said: 'Boys, don't go to bed hungry; if you can find anything good to eat, take it, and I will pay for it.' It appears that the whole army approved and followed Gen. Trotter's order. It was vegetables the men wanted, and they took them, wherever found. The next morning Gen. Harrison sent for the men whose gardens had been invaded: the damages were estimated and paid to the satisfaction of all. The British troops, in their hurry, left at Dalson's Station several hundred loaves of bread, which Mrs. Dalson was selling to our men at twenty five cents a loaf, which my father put a stop to, by informing the men that it was left by the British troops, and did not belong to Mrs. Dalson.

After the army left Dalson's Station on their march up the Thames, the Indians would place themselves in ambush on the opposite side of the river and fire at our men; at such assaults, a return volley from the infantry would put the Indians to flight; but they would run ahead of our men, and, at some bend in the river, open fire again. There were three assaults of this kind by the Indians before Harrison's army engaged the British troops at Moravian Town.

I must stop here and give an account of a very singular and daring old man by the name of Whitney, a Kentuckian, and at that time about seventy years old. While a boy, I have heard Judge Connor and my father relate the circumstance many times, of Col. Whitney's adventures and death at the battle of the Thames. It appeared that Col. Whitney was an old resident of Kentucky, and had fought many a battle with the Indians on the bloody ground. He said that this would be the seventh Indian war he had engaged in, and he expressed a great desire to see Tecumseh. Col. Whitney had no command in Harrison's army, but on account of his age and experience in Indian warfare, he was treated with great respect by Gen. Harrison and his offi-



cers. Col. Whitney's tent was the best in the army; his horse was a spirited and splendid animal; his rifle was silver mounted, and he had with him two active negro servants, and he traveled wholly at his own expense. The army after leaving Dalson's Station soon came to a branch of the Thames called the forks. The British in their hurry had thrown the plank from the bridge into the river, leaving the timbers or frame standing, and had also set fire to a large log house on the opposite side of the river. Gen. Harrison on his arrival ordered the plank replaced and the fire in the log house extinguished, believing that the house contained valuable military stores, which was found to be true.

Col. Whitney, mounted on his spirited horse, was always with the advance guard of the army, and the order was given to cross the creek and extinguish the fire; the Colonel, rifle in hand, attempted to cross on the timbers of the bridge, but they being muddy, he slipped and fell into the water below, the fall being about twelve feet; he came ashore without assistance, and proceeded at once to clean his rifle, and when the army was ready to march he took his station with the advance guard. The army had not traveled many miles when they were fired on by the Indians, as before stated. At the second assault of the Indians, Col. Whitney got his eye on one of them, leveled his rifle, and fired. He saw the Indian fall, and to ascertain whether he had killed him, swam his horse over the river, and found the Indian dead; he scalped him, swam his horse back, and took his station with the army; and here we must leave the Colonel until after the battle of the Thames is over.

The officer in command of the British forces saw that further retreat was useless; that Harrison's pursuit was so vigorous that he could not avoid a battle, so formed his men, placed his artillery and opened fire on the Americans. Gen. Harrison returned the British fire, and then ordered Col. Johnson to charge with his regiment of horse. The Colonel dashed through and broke the British lines, followed by the American infantry, and the British surrendered. During this battle with the British Regulars, Tecumseh had placed his Indians a little below, and off to the right, a low piece of ground thickly grown with brush lying between him and the Americans. It was quite difficult to pass through this brushwood, and the officer in command of that part of the army assigned to fight Tecumseh and his Indians, in his endeavor to get through the thicket of brushwood, met with so severe a fire from the Indians that he was forced back, and sent to Gen. Harrison for support. This message came immediately after the surrender of the British Regulars, and Col. Johnson was ordered to the support of the vanquished party. Then followed another charge upon the Indians, and here Col. Johnson had that desperate encounter with an Indian chief, not Tecumseh, as claimed by history, and as Judge Conner and my father had good reasons for believing, from the fact that the Indians fought at least three-quarters of an hour after Col. Johnson had returned wounded and disabled. My father says that when the battle began, he took his station with Gen. Trotter's brigade, which was placed in reserve; he saw the Colonel when he returned, badly wounded, his horse pierced by seven balls, and falling immediately after the Colonel was taken from him; the battle with Tecumseh and his Indians was still raging, and continued for at least half an hour thereafter. It was the opinion of those acquainted with Indian warfare, that the Indians fought until Tecumseh fell, and no longer. But all admit that Col. Johnson had, while wounded and disabled, a dreadful encounter with some daring Indian chief, notwithstanding all awarded to Col. Johnson the honor of being the most efficient officer of that day's fight.

The battle over, Gen. Harrison gave orders to an officer to take his men and examine the battle field where the Indians fought, to take care of the wounded, to collect and bury the dead, and report to him. My father asked and obtained liberty to accompany that officer over the battle-field. After passing through the thicket of brushwood, they ascended to higher ground, with little or no underbrush; the trees were large but sparsely scattered over the field. The officer in command divided his men into small parties, and sent them over the battle-field. My father remained with the officer, and in their search they first came to Col. Whitney, and about four rods distant lay Tecumseh, both dead on the battle field. My father had seen Tecumseh often in Detroit, and pointed him out to the officer, who had never seen him before. The shout that Tecumseh was dead brought all of the parties together to see him, and he was soon stripped of his dress and ornaments; but how and where Tecumseh was buried, father did not remain

to see; but he could have taken his turban, and has since often expressed a wish that he had.

Who killed Tecumseh is a question that cannot be answered, but Judge Conner, my father, and many others believe that Col. Whitney went into battle with a desire to meet Tecumseh, and it is possible that he killed him: Gen. Harrison and his officers lamented the death of the old veteran; but how they disposed of his body, I never learned.

I will now relate an incident as related to me by my step-mother. At the assault made by the British on Lower Sandusky, commanded by Col. Crogan, there were many Indians from about Mackinaw that accompanied the British troops, but they met with such a spirited resistance that they hurried back in great fright. The Indians traveled in their large birch canoes, which would carry sixteen persons. Two canoes filled with the retreating Indians were passing up the St. Clair River, and when opposite Harsen's Island they were overtaken by a thunder storm at about 8 o'clock at night, and one of the canoes filled with Indians was upset; here were about sixteen Indian warriors in the middle of the river in total darkness, struggling to find the shore, their whoops and yells, mingling with the thunder's roar, rendered the scene truly frightful. My step mother in her fright seized an infant daughter of her brother's, threw a blanket around it, and was about rushing for the woods, fearing death by the hands of those wild and barbarous Indians, but her brother refused to let her go. The storm lasted for an hour or more, and then all was quiet on the river; but there was no sleep that night, for Mr. Graveraet and his sister were both anxiously waiting to know the cause of the hideous yells on the river that night. At dawn the next morning, two canoes were seen to leave the opposite side of the river, and approach the residence of my step-mother: on landing, the Indians came on shore, over twenty in number, their faces painted black; they told Mr. Graveraet that they had been to war, that the British were defeated at Lower Sandusky and a great many killed; that they were returning home; that one of their canoes was upset that night and two of their number drowned; that on account of the darkness of the night, they had great difficulty in getting ashore. Mr. Graveraet wished that the whole of them had been drowned, yet he expressed sorrow for their misfortunes, and they in turn advised him to leave immediately, as the *Kitchemoco-mons* (long knives) were coming by hundreds and would kill him.

I will relate another incident of the war of 1812, as I have heard it from the parties connected with it. At the breaking-out of the late war with England, there resided a family of Indians on the Big Bear Creek, on the Canada side, who were known as the *Sha-na-way* family; in this family there were five brothers, all warriors; one of them bore the name of *Me-gish*, who followed the British Army and was at the battle of Lundy's Lane, where he was killed. I got the particulars of his death from his mother and sister who often repeated the story of *Me-gish's* death in my hearing when a boy. They say that he got between the two armies as they were approaching, and a little before the battle commenced; that he was fired on and killed by the Americans; this circumstance would not be worth relating were it not for the statement of Capt. Chesby Blake, one of the old pioneer captains of our lakes. Capt. Blake, at the breaking-out of the war, and while the British fleets were blockading our coasts, was mate of a brig outward bound, and then lying at Newbury Port, waiting for an opportunity to go to sea; he had been waiting about two months, and seeing no chance of passing the British squadron, determined to remain inactive no longer, and at his solicitation the whole brig's crew joined the American army; Blake, possessing a good business education, was placed in the Commissary Department and his regiment belonged to Scott's Brigade. In 1840, Capt. Blake came to Harsen's Island for the purpose of getting some choice timber for one of Mr. Newbury's boats, and during his stay lodged with my brother, Capt. John H. Stewart. My father called to see the Captain one evening to have a chat, and the conversation turned on the late war with England, and the part each had taken. Blake here stated that he was at the battle of Lundy's Lane; that as the two armies were approaching, and a little while before the action, an Indian attempted to pass between the armies, running for dear life; his Captain said, "Blake, can't you kill that Indian?" at which he leveled his gun and fired, but did not hit him; he loaded his gun in an instant, and fired again; the Indian gave an upward leap and fell apparently dead. After the Captain had ended his story, I told him that that Indian's mother and sister had, more than thirty years ago, related the same circumstance of their brother's death, and both statements put together go to show a strong probability that Capt. Blake killed the Indian *Me-gish*.

My father was married to Miss Mary Graveraet in the winter of 1814, and remained in the city of Detroit during the war, which ended in February, 1815. The people who had abandoned their homes made preparations to return, and in the month of April, 1815, my father moved his family and goods up to Harsen's Island, and took possession of the house and lands of his wife that had been abandoned during the war. The settlers on the border of Lake and River St. Clair were, at the breaking out of the war, compelled to remove all their stock of horses, cattle and hogs to Detroit (to protect such from the Indians), where all were consumed; and while many were deliberating how, and where they were to be supplied, Capt. Andrew Westbrook went to the State of Ohio and purchased cattle, selecting such as were most required to meet the immediate wants of the inhabitants, this he continued to do until all were supplied. As Capt. Westbrook was in his day a very prominent man in St. Clair County, I will here mention a few incidents of his life. Before the war with England, he was a wealthy farmer and business man, residing near the Moravian town on the River Thames; in his immediate neighborhood, there lived one Maj. Tawsby, who was an aspirant for Government favors. At the breaking out of the war the British Government, took immediate steps to organize the militia of Canada, and at such organization, Tawsby received a Major's commission, and Westbrook was offered a Captain's commission under Tawsby, which he indignantly refused. Westbrook was born in the State of New York, and his sympathies were with the American cause; and he, on the appointment of his enemy, Tawsby, determined to leave Canada and join the Americans; he had counted the consequences of this act; and, knowing that the confiscation of his valuable property would follow, he collected his goods together, and all that he could not remove he burned with his house and barn. On Westbrook's arrival in Detroit, he stated his case to Gov. Hull and received a Captain's commission, and was found to be a very useful man in the Commissary Department in collecting supplies for the troops. There were many reconnoitering parties sent up the River Thames during the war, or before the surrender of Detroit, and Capt. Westbrook was a valuable guide to such parties. On one of these expeditions, Capt. Westbrook, learning that Maj. Tawsby was at home, surrounded his house, and took him prisoner. The hatred that Westbrook and Tawsby bore toward each other was mutual and violent. After this reconnoitering party had gone into camp for the night, and the guns all stacked, Tawsby seized a musket and made a lunge at Westbrook with intent to kill him, but in the act he stumbled and the bayonet entered Westbrook's boot; for this act Tawsby was put in irons until he reached Detroit. Capt. Westbrook, at the close of the war, purchased a farm of a Frenchman joining the Recor farm, and other lands adjoining, from which he made one of the best farms then in St. Clair County. Our first Representative to Congress from the Territory of Michigan, made known to that body the loss of Capt. Westbrook's property in Canada, and on such representation an act was passed granting him two sections of land, which he selected mostly in the township of Clay in St. Clair County, which lands passed through several purchasers, and now comprise the valuable farms of Seva and Dana Richardson.

My father, soon after his settlement on Harsen's Island, and in the month of May following, was visited by his brother, Daniel Stewart, who had determined to make his home in Michigan; after a short visit, he returned to West Bloomfield, N. Y., to settle his business affairs there before he sought a permanent home here; he was to bring with him Aura P. Stewart (the writer) and John H. Stewart, the two boys that father had left in care of their grandmother at West Bloomfield. Uncle Daniel spent the months of June, July and August in preparation for his journey. He had purchased several crates of earthenware, several barrels of salt, and other articles which bore a great price in Detroit, hoping to realize a good profit on his arrival there. On the 1st of November, he placed his goods in wagons, and, with his boys in charge, left for Michigan. On our arrival at Buffalo, there were no vessels in port bound to Detroit; a little craft, that hardly could be called a vessel, was lying in Buffalo Creek taking on a cargo of salt for Detroit, and our uncle engaged a passage on board the miserable, shabby thing; she was not ceiled inside, had no cabin, and her bulk head was formed of salt barrels, leaving a space in the afterpart which was called the cabin; a platform was made on which some buffalo robes and blankets were spread at night on which to sleep. The whole ship's crew consisted of three persons, to wit, Mr. Mason, the owner, Capt. Thomson, master, and



Jack Bachallor, sailor. In his contract, uncle was to furnish his own board, a large part of which he had brought with him; the stores of the vessel's crew consisted of a bucket of beef, six loaves of bread, and a small bag of hard tack. There were not ten buildings in Buffalo on our arrival there; the British had, during the war, burned the town. My brother and I amused ourselves on our arrival in looking down the cellars and up the chimneys: there were no warehouses in town, at any rate near the creek; the freight was brought to the vessel in carts drawn by oxen—rather a novel sight this would be in the great city of Buffalo to-day! On the second day of our arrival, the miserable thing called a vessel put to sea; how long we were in reaching Put-in-Bay Islands I do not remember, but I well remember that my brother and I, on the day before, were told that the ship was placed on short allowance: that thereafter our portion would be one cake of hard tack a day, and as much water with it as we wished to drink. I inquired after grandmother's butter and cheese, and was informed that they were reserved for the night watch.

I was awakened one morning by a loud noise on deck, and I crawled out of the hole, called a cabin, to ascertain the cause; on reaching the deck, I saw that we were near land, and was told the vessel was aground on an island; I inquired if my father lived on that island, and was disappointed on learning that he did not—that it was one of the Put-in-Bay Islands. All on board were pushing with poles and rolling barrels of salt over the deck, trying to get the vessel off; not succeeding, the captain declared that the craft could not be gotten off unless the anchor was carried out into deeper water: there was no boat on board and it was decided that Jack, the sailor (who was a tall, stout man) should get overboard, and carry the anchor on his back out into deeper water. Jack refused at first, but finding by measurement that the depth of water where the vessel lay was hardly above his hips, consented, and a rope was tied under his arm and he was lowered gently into the water, where he received the anchor on his broad shoulders; with it he waded cautiously out until the water reached his armpits, when he dropped his heavy load; a few turns at the windlass sufficed to float the vessel.

The wind being favorable, the vessel was steered up Sandusky Bay, and when near the head of the bay it was judged that we had passed Detroit River: the vessel's course was changed, our navigators thinking it best to keep along near the shore, hoping in that way to find the river. On the day after leaving Put in Bay, a gale of wind sprang up, overtaking the vessel on a lee shore. Recognizing the impossibility of weathering the storm, the captain beached the craft. As soon as the shore was reached she commenced pounding, and the oakum began to work out of the seams, letting the water into the cabin; our bedding and clothes were wet, notwithstanding my brother and I endeavored to force the oakum back with our jack-knives to prevent such a catastrophe. The seams appeared to give way all at once, and the water came in upon us so fast that we yelled lustily to be taken out of the miserable coop. At every dash of the waves the vessel was thrown nearer the shore, and when she appeared motionless, Uncle Daniel jumped overboard and took us ashore on his back. Soon the vessel became immovably fixed in the sand, and then commenced a search for our clothes and other effects, but the vessel was full of water and nothing could be found. Brother and I lost our extra suit of clothes, in which we expected to appear on meeting our father; the captain, on learning that the bedding in the cabin was getting wet, secured his clothes and blankets, which were all that were saved. The only things got ashore that night were the foresail and jib, of which a tent was made in which to sleep, the jib composing the bed. In coasting along the shore we had noticed, some three miles below where we were wrecked, a number of tents, and, as we had nothing to eat, my uncle and Mr. Mason determined to find them that night and procure food, promising to return at an early hour next morning. We boys were unused to long fasting, and thought it hard to go to bed without our supper, especially after having been on short allowance for two days previous, but, being weary, we soon forgot our troubles in sound sleep.

On awakening next morning, we found we had been sleeping in the water, and that the vessel had been stranded on a sandy beach formed by the waves; also, that on the other side of us was a great marsh extending inland several miles, covered over with muskrat houses. Soon uncle and Mr. Mason arrived; they brought with them a little bag of flour, a dozen dressed muskrats and a camp kettle. Sailor Jack immediately went to work preparing breakfast: hav-

ing no kneading pan nor anything to bake in, his only alternative was to make some balls of dough and place them in the kettle along with the muskrats: the kettle was hung over a quick fire, for all were famously hungry, especially we boys. After the contents of the pot were thought ready to serve, they were placed in portions on a piece of sail cloth by Jack, and brother and I went at work to satisfy our famishing stomachs. Good old grandmother's puddings and pumpkin pies never relished better! we ate without reserve, and when completely gorged, threw ourselves on the sand and rolled and laughed for very satisfaction. I afterward learned that this shipwreck occurred in Sandusky Bay, at a place between Soder and Story Points. The next day we had another feast on like delicacies, and about 8 o'clock A. M., a man from the camps arrived with a canoe, having been previously engaged to take uncle and Mr. Mason to the River Raisin—to Frenchtown, now the city of Monroe.

Capt. Thompson, when two days out from Buffalo, was seized with ague chills and every other day confined to his bed on the cabin floor. When camping on the beach, his attacks were more violent; these ague attacks may have been the main cause of running the vessel past the Detroit River. In the absence of uncle, Capt. T. was cross to us and interfered with our play; in his sick state the poor man appeared to be deranged, and it seemed to be a relief to him to give us boys a blowing up, and at length we became frightened; having learned the whereabouts of the hunters' camp, we determined, the next morning, to leave at an early hour. Accordingly we left Jack and the captain sound asleep on their bed of sail cloth and sand. The distance was about three miles, and we hurried our steps, hoping to reach the camp at the breakfast hour, hoping to get a change of diet. On our arrival, the hunters received us very kindly; the first thing we asked for was something to eat, and they gave us what was left of their breakfast, which we ate with a good relish. That day for dinner we had duck and potatoes stewed in a pot, and bread baked in a pan before the fire; this, to us, was an extra and delicious meal, for half-fed as we were we had begun to dislike boiled dough and muskrat, of which we complained to our hunter friends. They tried to persuade us that muskrats were excellent eating, provided they were properly cooked, and promised to give us some of their cooking for our supper. Their manner of cooking was to run a sharp stick through them, and then place the other end in the ground near the camp fire, turning them around as occasion required until thoroughly cooked; this we found to be an improvement and ate of them very heartily. Next morning after breakfast, we prepared to return to the wreck, hoping to meet with uncle, but before leaving, we had obtained liberty from the hunters to return if uncle had not arrived. On our arrival we were glad, not only to find uncle, but to see a large boat and a number of men at work taking on board the stuff saved from the wreck. Uncle had brought some fresh beef, a number of loaves of bread, and some cooking utensils, and before leaving one of the men was selected to prepare what was to be our dinner and supper; this was hastily eaten and all jumped on board the boat glad to get away from the wreck; brother and I began to calculate on soon reaching home and meeting our father, whom we had not seen for the past three years. We had a calm and beautiful evening, and our French boatmen enlivened the hours with song after song, as they tugged at the oars. I had never seen any Frenchmen, or listened to their speech and song; we boys were so much amused and delighted that we could not sleep, though comfortably stowed away in the bow of the boat. At about midnight, the boat reached a little sand island in the mouth of Miami Bay, where we rested until daylight the next morning, when we continued our journey and that day reached Frenchtown, on the River Raisin. Uncle, on making inquiry for a place to lodge his boys, found a man who offered to board us for a stipulated sum for two days, and on going to our boarding-house we found but one room in the log cabin, only one bed and the children covered with rags. The place appeared more dismal than the tent in the sand we had so gladly left. Our disappointment increased when supper time came, for that meal consisted of a slice of bread, roasted potatoes and salt. If we could have made a selection we should have preferred the muskrat stew on the beach we had left. Being dissatisfied with our supper and weary, we asked to go to bed, and here our astonishment and disgust was increased when our landlord, near a corner in the house, brought out an old buffalo robe and spread it out before the fire; he told us not to undress as he had no covering for us; that we would not be cold, as he kept a good fire burning all night. The next morning

we went to find uncle and make our complaint, and he procured an ordinary meal of victuals at another place. The large batteau in which we came was engaged to take us to Detroit, and we got liberty from our French boatmen to lodge and have our meals with them. We boys had taken a great liking to the Frenchmen and were amused at their speech, which was broken English; they appeared to be a jolly, good-natured set. The day after our arrival at Frenchtown, we wandered about and fell in with some French boys who showed us the stockade or picket fort commanded by Gen. Winchester, who, during the last war with England, was defeated and most of his men massacred by the Indians. The boys in broken English, which we could hardly understand, told us frightful stories about that transaction, and we were so terror-stricken we dared not enter. On the morning of the third day after our arrival, we left for Detroit and reached Detroit River that night; the boat was run ashore for the night, and brother and I laid down in the place assigned us in the bottom of the boat, but were awakened to find ourselves and bedding wet; the men had neglected to keep the old leaky boat free from water; our blankets being wet, there was no more sleep for us that night. On attempting to move the boat, it was found that ice had formed for some distance around it, the thickness of window glass. It was so cold the men and all on board were glad to get at the oars to keep warm. At about 8 o'clock, we reached a tavern where we were to get breakfast. The tavern was the most comfortable and respectable house we boys had entered since we left Buffalo, and we were kindly received by the landlord and lady who appeared to be hurrying forward our breakfast. Jack bought a half pint of liquor and drank it all down, which soon after altered his step and manner; on going down to the boat, he commenced scolding me, which I resented, and Jack, being irritated at my replies, slapped me in the face, causing the blood to flow freely from my nose. On seeing and learning the cause, uncle became very angry, and was about to have Jack arrested and punished, but he pleaded his cause so well against me, that uncle thought I deserved further punishment, although my crime consisted of accusing Jack of drinking too much liquor and being fuddled. Uncle having procured an apple-tree sprout, led me out, but the good landlord came to the rescue, took me away and led me into the house, where the landlady washed the blood from my face, and led me to the breakfast table; a good breakfast and the kindness of our landlord and his wife restored me to my usual good spirits; and anxiety to reach home only remained. We had been a month on our journey, as I was told, and would reach Detroit that day; one day's sail more would bring us to Harsen's Island, the home of my father.

After partaking of our breakfast, all hurried to the boat and proceeded up the Detroit River; at about noon, Mr. Mason and uncle determined to walk the remaining distance to Detroit; brother and I asked to accompany them, but uncle refused, telling us that we could not walk that distance. There were only two men at the oars. Capt. Thompson had rolled himself up in his blankets and lain down in a snug corner of the boat. The boat moved very slowly, and brother and I became lonesome and disheartened; Capt. Thompson was asleep; there were two hard-looking men with my enemy, Jack, to propel the boat, and under this state of things I felt for the first time a disposition to cry—the first time since I left the home of our grandmother. Our tears moved the boatmen to put us ashore, and on reaching the road, we ran and jumped and shouted for a few rods in expression of our gladness; when these little freaks were over, we struck off into a fast walk, determined to reach Detroit as soon as possible.

We had not proceeded far before we came to the River Rouge; we felt disappointed to find the river in our way, and asked an elderly looking Frenchman to ferry us over. He seemed surprised to see two boys of our age traveling alone. He questioned us very closely, and from his broken English we knew him to be a Frenchman. His questions were: "Where you go, you little boy? what your name? where your father live?" etc. We answered his questions promptly, and gave him a short history of our travels; but he shook his head doubtfully and said: "I believe you be runaway boy." At this moment, looking up the road he saw a company of men on horseback approaching, and told us that we could cross the river with them. On the arrival of these men, we were questioned again, and all being well acquainted with our father, our story was readily believed; of these men, there were eight in number, and all but one belonged to the Indian Department. Among them were Mr. Noggs, Indian agent; William Macomb (son of Gen. Macomb) and Francis Harsen, an uncle to my step-mother. Now we had



fallen into the hands of real friends, who appeared to take special interest in our comfort and welfare. They had been out to recover some horses that had been taken by the Indians during the war, and were now returning with them. We were each given a horse to ride, and soon ended our journey, entering Detroit in fine style. We found Mr. Henry Gravenot in town making preparations to go to Mackinac, having an appointment to the Indian Department there. He took us in charge, and agreed with uncle to land us at father's residence on Harsen's Island. The next day we boys went to examine the vessel in which we were to go, having, from hard experience, a poor opinion of watercraft generally. But this one pleased us greatly, being well fitted out, and our opinions on the subject underwent a change. In looking around the vessel, I lost sight of brother John, and called to him; receiving no answer I became frightened, and searched everywhere, but no John could be found. Fearing he had fallen overboard, I ran on the dock, when he called to me, and on looking up found him standing on the top sail yard, swinging his hat. I called to him to come down, which he did after laughing at my fears for awhile. When eight years old, he climbed the center post of a church steeple said to be 150 feet high, and did it because one of the workmen had performed the same feat, gaining much notoriety thereby. We returned home, and the next day got on board the vessel and left at an early hour for father's, arriving there at about 8 o'clock in the evening. Father was not at home, but Uncle Charles Stewart was there, and the kind manner in which we were received by our step-mother made us feel that we were at home and our journey ended.

For many years, I saw but little of Michigan, except that portion bordering on the shore of Lake and River St. Clair. I came from an inland and thickly settled district, and had seen no flowing water save brooks and rivulets; I had seen no forests but in the distance, and though but a boy of twelve years of age I could not but feel impressed with the wild beauty of my new home. The dense and almost impenetrable forests, the magnificent River St. Clair, the countless number of every variety of waterfowl flying over my head or resting and sporting on the bosom of the beautiful waters; the howling of wolves at night, the constantly passing and re-passing canoes of the strange looking Indians, their stealthy tread through the woods and their unintelligible shouts as they passed each other, and, last but not least, the merry songs of the French *voyageurs* toiling at the oar, propelling their boats swiftly over the blue waters—these were new scenes to me, and called forth my wonder and delight. I have now entered upon the seventy-second year of my life—nearly sixty years thus far have been spent in Michigan. I have witnessed the improvements made in the county of St. Clair; flourishing towns have sprung up, and a large portion of our older settlers have become wealthy; all have shared in the conveniences of modern improvements and comforts, but yet, for my own part, I could enjoy no greater pleasure than for a short time to see Michigan as I saw it in 1815, wild and romantic as it then was; to traverse its dense forests, to paddle my canoe over its waters, surrounded by game of every description on river, lake and shore; and at night, while partaking of a supper of game taken through the day, hear the howling of the wolves, the hooting of owls and other voices of the night. Fancy oftentimes leads me back to the dear old primitive days, and then I am a boy again! Alas! the vision lingers not! I am an old man with increasing infirmities, and nothing is left to me but the memories of the past!

It appears that there were no permanent settlements made on the River St. Clair prior to the conquest of Canada by the British forces, but immediately following that event lands were located and permanent residences made. At Point aux Trembles, there were four families; on Strumness Island (Dickinson's) there were three families, and three, also, on Harsen's Island; between Point aux Trembles and Recor's Point were fourteen, and five families were settled between Recor's and Black River. The names of the residents on Point aux Trembles were Chortier (Shirkey), Minne, Basney and William Hill. [Since Mr. Stewart wrote his memoirs, Mr. Hill departed this life at the ripe old age of ninety years.] Mr. Chortier appears to have been the most prominent man of the Point aux Trembles settlement. The names of the residents of Harsen's Island were William Harsen, Jacob Harsen, Francis Harsen and Mary Stewart, formerly Mary Gravenot. Capt. Peter Loughton was the first settler on Strumness Island; he was a retired British naval officer, and had selected the island as a part of the land he was entitled to draw from the British Government. Mr. James Harsen and

his son-in-law, Isaac Graveraet, were the first settlers on Harsen's Island. Mr. Harsen was a gunsmith, and Mr. Graveraet, a silversmith; they came from the city of Albany, N. Y., for the purpose of dealing with the Indians, and selected Harsen's Island as their place of business; they purchased the island from the Indians, under the sanction of the British Government.

The first settlers on the River St. Clair, in what now comprises the township of Cottrellville, were Capt. Alexander Harrow, Cottrell, William Thorn, Pascal, Robertson, William Brown, Joseph Minne, and some others whose names I have forgotten.

It appears that the British were very liberal, in that day, in the distribution of wild lands to the officers of their army and navy, and Capt. Harrow, of the navy, located all the land on the river extending from the present site of Algonac to Belle River. After the United States Government came in possession of the Northwest Territory, embracing the State of Michigan, Congress passed an act limiting individuals to one section, and Capt. Harrow was compelled to make his selection in accordance with this act. The lands re-selected by him are now embraced in the township of Clay, and extend from Abram Smith's mill in Algonac to the mill of W. C. & W. S. Roberts, at Roberts' Landing.

Mr. Cottrell (his Christian name I never knew) and Capt. Harrow were the most prominent men of their day in the settlement along St. Clair River.

The original Mr. Cottrell, when a boy, was taken prisoner by the Indians in one of their raids on the Wyoming Valley during the French and Indian wars with the American Colonies. He was purchased from his captors by a Frenchman named Cot ter-ell, and who brought the lad up as his own son, giving him his name. His sons were George, David, Henry and another son, who made his residence at or near Grosse Point, and whose first name I cannot recall. The old Cottrell homestead, a few miles below Algonac village, is well known to all my readers.

Henry Cottrell was for many years Sheriff of St. Clair County; in fact he held that office as long as Michigan was a Territory, and, I believe, one term after she became a State. He was a very jovial companion, a good neighbor, energetic, industrious and prompt in the discharge of his official duties. I could relate many pleasing anecdotes of Sheriff Cottrell, but I will only give one: Cottrell was given an execution against my uncle, Charles Stewart, who declared the judgment was more than double the sum he owed, and refused to pay it. Under our Territorial laws we had imprisonment for debt, and Cottrell responded: "Stewart, I shall have to imprison you, then." "All right," said Uncle Charley, "now is your time; I am going into the lumber woods, and you will have hard work to find me." "Very well," said Cottrell, "You are willing to go to jail, I see; here, take this writ and go and deliver yourself up to the jailer!" Uncle took the writ and delivered himself to the keeper of the jail, where he remained for a few days, when he returned home.

Mr. David Cottrell was one of your sedate, candid, judicious sort of men; he possessed good natural abilities, once held the office of County Judge, and from the first election under our State government held the office of Justice of the Peace to the day of his death; he also was the people's favorite man for Supervisor, holding the office for many years.

As I have given a short account of the life and character of two prominent men of an adjoining town, I must not forget those of my own township. John R. Smith, Esq., now long deceased, was born in the State of Vermont, and at the breaking-out of the war with England, was serving his county as Sheriff, or Under-Sheriff, and he was almost constantly in his saddle riding through and beyond his county on business.

On one occasion, his business led him to a little town on the banks of the River St. Lawrence; it was in the winter; the name of the town and the year in which the occurrence happened I have forgotten, although I have heard the Squire relate it many times. I think, however, it was in the winter of 1813. Both of the hostile armies had gone into winter quarters, and none expected a renewal of hostilities before the spring. It appears that the British officers in command of a station on the Canada side of the river, having obtained an account of the situation of the town, and number of American troops, planned a night attack, hoping to surprise the Americans and capture the town with ease. For this purpose, selecting a dark night, he crossed his men over to the American shore a few miles above the town, and to pre-

vent information of his intentions reaching the American officer, he seized and placed under guard all persons he thought capable of giving information of his approach. That night Mr. Smith had put up at a tavern near where the British landed, and being unwell went to bed at an early hour; the British made prisoners of the landlord and all in his house capable of giving information, and put them under guard; they were about to send Mr. Smith off with the guard, but he being lame and ill, and the landlady pleading so hard for him, the officer judged him harmless and let him remain. As soon as Mr. Smith thought it safe, he went to the stable, mounted his horse, and being well acquainted with the neighborhood, took a circuitous route, put his horse at full speed and reached town in time to give the officer in command notice of the approach of the British. Immediately on this notice, the officer in command ordered his men under arms, with as little noise as possible, and placed them in a position to surprise the British on their approach. The British soon made their appearance, and before their lines were formed for the assault the Americans delivered their volley, which so surprised the British that they wheeled about and retreated as fast as possible until they reached the Canadian shore.

For this timely warning, Mr. Smith became a favorite of the American officers of the army, and the Colonel commanding the place he had relieved from surprise induced him to join his regiment as forage master and licensed trader with the soldiers—what they called their sutler. The name or number of the regiment I have forgotten, but it appears that in the spring following Mr. Smith procured a stock of supplies and joined that regiment and remained with it until disbanded at the city of Detroit in 1816. Among the discharged men of that regiment there were two experienced potters who wished to remain in the Territory, and they requested Mr. Smith to establish a pottery and give them employment.

Mr. Smith, on ascertaining that no brown earthenware had ever been manufactured in Michigan, and that the prospect for a ready sale was good, sought for a place to establish his pottery. He came up to the River St. Clair, found the old Laughton house on Strumness Island vacant, and leased it from David Laughton, one of the heirs, and in May, 1817, had his pottery in full operation, continuing the business until late in the fall of that year. In the winter of 1818, he was induced by my father to teach school on Harsen's Island. At that time there were only three families on Harsen's Island, but there were several scholars from over the river, altogether making a school of twelve scholars. Mr. Smith taught school on Harsen's Island the next winter, and at the same time was carrying on trade with the Indians in company with Mr. David Laughton, occupying a house of Mr. Jacob Harsen's, a part of which was occupied as a school room, the other half as an "Indian department." I remember there was a barrel of cider in the Indian department frozen so hard that no attempt had been made to use it. The boys got an iron rod, heated it red hot, and thrust one end into the barrel, and by this means they drank up the teacher's cider; this was done in his absence, although we had good reason to believe he was acquainted with the operation.

I may be a year later than I ought in giving the time of Squire Smith's first appearance in St. Clair County; he was, however, the first person that was commissioned Justice of the Peace, residing on the River St. Clair, by Gov. Cass. Macomb County embraced all of the territory of St. Clair County, and the Governor's commission is dated the 17th day of March, A. D. 1818.

The next office bestowed on Esquire Smith, under our Territorial government, was his appointment to the office of Postmaster at Plainfield, St. Clair County, in the Territory of Michigan. He was the first Postmaster appointed in what is now the county of St. Clair; his commission was dated Washington, August 26, 1826, and signed by John McLean and William Denning, clerk. I should have stated that J. K. Smith, Esq., was appointed Special Commissioner by Gov. Cass for the county of St. Clair, in the Territory of Michigan, which appointment is dated the 20th day of April, A. D. 1827.

Squire Smith was also made the first Customs Inspector on the American shore of St. Clair River, commencing the discharge of his duties in this office May 1, 1832. This office and that of Pathmaster he held until after 1841, how much longer the records do not show.

Mr. Smith married, and in 1819 established his residence on what was then considered the



most pleasant location in the neighborhood—now a part of the Kendall farm, just above the present site of Algonac; this he designated "Point Office." Some years thereafter, he removed and settled on a tract of land now embraced within the limits of Algonac. When this village was surveyed, he made a large reservation, retaining possession of a number of the choicest lots in the plat, and most of them are held by his heirs to the present day.

When the Squire settled at Point Office and at Algonac, litigants from all parts of the county came before him to have their causes adjudicated, and his business exceeded that of the county court for many years. His popularity was very great, gained through his judicious judgments and straightforward, conscientious attention to duty and business. He held the office of Justice of the Peace from 1818 up to the day of his death, which occurred in April, 1855—thirty-seven years. It is a fact that up to his demise he could show a greater record of marriage services performed by him than any (if not all) Justices in St. Clair County.

He was the first Probate Judge elected by the people of this county. Well do I remember that election, for I then cast my first ballot, forty years ago! It was held at St. Clair (Palmer), and the whole number of electors assembled on that day did not exceed thirty. Squire Smith was opposed by an old Detroit lawyer named George McDougal. The lawyer received the French vote, but was defeated.

For many years before his death, the Squire was a member of the Methodist Episcopal Church, and did much in his lifetime to spread the Gospel, and for the elevation and moral training of the community in which he lived. He never encouraged litigation. He died in 1855 in the Christian faith, surrounded by his family, loved and lamented by his children and personal friends, and respected by the public.

The next one of the old pioneers of prominence was Dr. Harmon Chamberlain, who settled in St. Clair. I first saw him at Justice Smith's office in 1819; he was then a youthful looking man just from his studies. He lived with the Squire a short time, but soon moved to St. Clair, where he lived and died.

The Doctor was a great favorite with the old pioneers on the river. I make the record of his first arrival only; his memory is too fresh in the minds of the people for me to do more. His aged wife still lives in St. Clair.

Another old pioneer of our county is Judge Bunce. He is yet living, and can best give his own record. I think he came to the river in 1819, and the little vessel that was carrying his effects up to his present residence above Vicksburg or Marysville, came to anchor opposite my father's, on Harsen's Island. I was then a boy of fourteen years, and was sent to bring him ashore, and also took him back to his vessel: on reaching deck, he gave me a finished two-bladed knife, an instrument rarely seen in those days. I seized the treasure and hurried ashore to examine it; then I leaped and shouted in delight and was the happiest boy in the neighborhood that and for many days thereafter.

Capt. Henry Ainsworth settled in the township of Clay in 1820, and purchased the Basney farm at Point aux Trembles. He was a well-informed, energetic man, and had he lived he would have been a valuable acquisition to our community. He died after a two years' residence, and his son, Henry, occupies the old farm.

Among the most active, industrious and prominent men in the early settlement of our town (now Clay) was Jacob Peer. He came to Michigan in 1821 with the intention of settling at or near Pontiac, but he fell in with Capt. Andrew Westbrook and was induced by him to come up to the River St. Clair. Peer purchased Westbrook's land (that had been given the latter by act of Congress to indemnify him for his Canadian losses during the war of 1812), selecting some 300 acres lying west of Point aux Trembles, bounded south and west by Lake St. Clair. It was almost wholly prairie land, and Mr. Peer in four years' time placed sixty acres under cultivation. Prospectively he had one of the best stock farms in the country, but, unfortunately, the waters in our lakes had risen so high that in 1827 his farm was completely submerged; when strong westerly winds blew, the water was forced up to his door. Mr. Peer had to leave, a poor man again. He next selected lands lying north, adjoining the village of Algonac, and went to work with his usual vim to clear up another farm. When he died (in 1855) he left to his son, Jacob Peer (Jr.), what is now considered one of the very best farms in our township, and one

having the largest orchard in the county. Mr. Peer has an apple orchard of thirty five acres, each tree, in all the hundreds he owns, being thrifty and bearing fruit. The orchard alone is a source of considerable revenue to its proprietor.

Wesley Stewart, came to our little village about the year 1828, and a few years after purchased lands of Mason and Luse, occupying them until his death. He was a quiet, easy sort of man; a kind and obliging neighbor, industrious, thrifty, and much respected by all who knew him; his wife and children are still residents of our town, and his son, Charles Stewart, is one of the prominent business men of Algonac.

Another of the early settlers at St. Clair County was Jacob Kendall, now deceased. He purchased a tract of land lying about a mile north of Algonac, in 1825. He was a well-informed man; had read a great deal and up to the day of his death had held almost every office in his town except Constable. Mr. K. was considered one of our best citizens, and was respected by all who knew him; his farm and residence, so pleasantly situated on the bank of the River St. Clair, is now owned by his son, John B. Kendall, Sheriff of the county. The next and last one of the old pioneers that I shall attempt to mention is John Swartout, now past the ninetieth year of his age. He came to Michigan about the year 1835, and made purchase of lands lying on the north line of the township of Clay. Mr. S. was a very energetic and industrious man, and to this day, notwithstanding his years, he is very useful about the farm, with the assistance of his sons, Martin and Abram. He soon cleared up a large farm and placed it in a good state of cultivation, which is now divided and owned by the sons mentioned. Mr. S. had two other sons, Dennis (who chose the profession of sailor) and Benjamin, who to day is one of the successful business men of Algonac.

There were many other persons that came and settled in the southern portion of the county, at a very early date, who, after remaining a few years, sold out and removed to other parts: I could also mention the names of a number of early settlers in the northern part of our county, but as they have made their record better than I can describe it, I shall not make the attempt. The remaining part of my memoirs will treat of men and matters that came within my own knowledge, dating back to a very early day, with such incidents and anecdotes as I think will be of interest to the people of this county.

At the death of Mr. Harsen (the first), the old homestead on the Island fell to his son Francis, who, during the war of 1812, and for many years thereafter, held an appointment in the Indian Department at Detroit. At the close of the war, in 1815, he leased his farm to one Robert Little, a Canadian, and a most lawful British subject. By the lease, Harsen was to receive rent from the products of the farm, a part of which would be apples and cider. In the succeeding fall, Harsen came up and collected rent without difficulty; but in the fall of 1816 Little refused to pay rent to Harsen, who was astonished at such refusal and wished to know the reason. Little stated to Harsen that the Island was in his Britannic Majesty's dominion, and that no American citizen could, under present laws, hold lands under the British Government; that he had rendered important services to his government and was entitled to lands; that he was now in possession of the farm and should claim and hold it under British laws; he then drove Harsen from the premises. Harsen returned to Detroit and engaged a lawyer by the name of Whitney, and in the year 1817 commenced suit in the County Court of Macomb County, then embracing all that portion of the territory lying north and east of the present boundary of that county. Judge Clemens was the first Judge, and Robert Fulton, the first purchaser of the land upon which St. Clair City now stands, was Sheriff. There was some delay in the prosecution of this suit, it seems, for it was late in the fall of 1817 before the writ of ejectment was placed in the hands of Sheriff Fulton. On its receipt this officer proceeded to execute it; he called on Little and demanded the surrender of the premises. On this Little forcibly put the officer out of doors, and told him that he should procure arms and shoot any person attempting to oust him; he claimed that he was a subject of Great Britain and under the protection of that power; that no American court could interfere with or molest him. Fulton told the usurper that he would execute the writ if it took all the militia in the Territory. Accordingly he called on Lieut. William Brown for assistance; Brown made a selection of six men, two of whom had been discharged from our army, and the next day crossed over to



the island, landing at my father's residence: after procuring a small jug of whisky for his men, the party proceeded up to Harsen's farm, the owner joining them on the way. It appears that Little was on the lookout, and informed of the Sheriff's coming, and had prepared for the fight. He loaded the four guns in his house with coarse shot, and had a large five pail kettle over the fire filled with boiling water, and thus prepared he waited the assault. The assaulting party, on their arrival, took possession of an outhouse, where they agreed upon a plan of attack, and fortified their courage by several sips from the contents of the little jug. It was agreed in council that Sheriff Fulton should first go to the outer door and in the name of the sovereign people of the United States demand a surrender of the premises, and, if refused, signal Lieut. Brown, who was to take the place by storm. Accordingly Sheriff Fulton proceeded to make the formal demand, followed, at a short distance, by Mr. Harsen, when Little fired on Harsen from a window, wounding him in the fleshy part of the leg. At the report of Little's gun, Brown ordered his men to surround the house and return the fire, which was done; the first shots shivered the door behind which Little stood, one bullet going past him and entering the bed on which his daughter was sitting. Little did not wait for another volley, but cried for quarter, and surrendered himself into the hands of the Yankees he so much hated.

Little had taken possession of the Harsen farm some months before my father arrived. He seemed to be annoyed at the presence of the hated Yankee, and sent his son down one morning to ask father what right he had to settle in British territory: father answered that he claimed none but lawful rights, and such as he could maintain.

I am not in possession of the date when the county of St. Clair was first organized; but I remember that the township of Cottrellville once embraced all the territory of the township of Clay; the division was made in the month of May, 1828. The township of Cottrellville held two township meetings for the election of officers, previous to the division in 1828. The people of the township of Clay, looking forward to the time when a division would be made by common consent, called this township by the name of Plainfield, and the circumstances which caused the division are as follows: Capt. Samuel Ward, one of the early settlers in St. Clair County, was a prominent business man, a good and obliging neighbor, but a rabid politician. There was no compromising matters with the Captain when his resolutions were once formed. Previous to the election in 1828, the Captain made his selection of township officers, and on learning that the people of the south part of the township were opposed to his nominations, and would, if allowed to vote, defeat him, he opposed our vote, alleging that we belonged to the township of Plainfield and were not residents of Cottrellville. The people of Clay called a meeting at the office of J. K. Smith, Esq., for the purpose of taking into consideration the threats of Capt. Ward, and to determine how to act. At this meeting it was determined that, as we legally belonged to the township of Cottrellville, we would all go up and offer our votes, and if rejected, we would return to Mr. Smith's office and hold an election of our own. Accordingly we were at an early hour at the polls and tendered our votes, which were rejected, upon which we returned and held our election, and before separating a petition was drawn up and signed by the electors, asking our Legislative Council to legalize our proceedings, and fix the boundary of our township. At this time Judge J. W. Bunce was our Representative in the Territorial Legislature, and he caused immediate action to be taken on our petition: the act was passed and approved May 28, 1828. Capt. Ward did not relish the division of his township, for at that day there were more voters in Clay than there were in Cottrellville, and in respect to numbers we were a small township before the division.

Judge Bunce was elected to represent us by scarcely a dissenting voice; but the prompt manner in which he took our petition in hand was offensive to Capt. Ward, who afterward became his most bitter opponent.

At a very early date, about the year 1820, there came to the city of Detroit a lawyer by the name of Alexander O'Keffe, who was liberally educated and a thoroughbred lawyer, but was extremely intemperate in his habits. His drinking spreees were frequent, sometimes lasting for weeks. He became acquainted with Judge Bunce, visiting him often, sometimes prolonging his visits for weeks, and through the Judge's influence he became Prosecuting Attorney for the county of St. Clair. O'Keffe, on one of his visits to Judge Bunce, expressed a wish to repre-



sent St. Clair in our Legislative Council at its next sitting, and he stated that the Judge favored his election, which was doubted by the leading men of the county. In the following year, O'Keffe came up from Detroit to canvass the county, and made his first call on my father. He introduced his subject by stating that he had quit the use of intoxicating liquors; that he had determined on a thorough reformation, and was about to take up his abode permanently in St. Clair County. Relying on his reformation and ability, he had come to offer himself as a candidate to represent our county in the Territorial Legislature. In reply my father said: "Counselor, I am glad to hear of your proposed reformation, and as to your abilities, no one doubts them. Come and make your home among us for one year, and give us proof of your reformation, and there is not the least doubt that you will become a favorite among the people, who will certainly give you their hearty support; but to be candid, Counselor, I must insist on one year's reformation before I can give you my support." At this, O'Keffe became angry and said: "Sir, I wish you to know that I was educated at two of the best seminaries in England, and I was bred at the Irish bar; and, sir, I can write your Governor down." After this outburst of passion there was a pause. Mr. James Wolverton, who was present, remarked: "Counselor, you remind me of the story of the calf that sucked two cows." "Indeed," said O'Keffe, "and what of that, sir?" "Nothing in particular," said Wolverton, "only it is said the more he sucked the larger he grew." At this remark, O'Keffe smiled and became apparently good natured, when the three went into a calm discussion of the matter. My father and Wolverton tried to convince him that Bunce did not intend to support him, but on the other hand was seeking his own election. O'Keffe said: "It may be so, but if I thought there was such deception in professed friends, I would throw myself on the mercy of the Lord." From the first organization of our county up to the year 1830, O'Keffe practiced in our County Court, most of the time as Prosecuting Attorney. A soldier at Fort Gratiot had murdered a comrade, and was delivered over to the authorities for trial; at the time, Judge Sibley, of Detroit, was our Circuit Judge, and O'Keffe, Prosecuting Attorney. This was the first time I sat on a grand jury. The jury in this case found a true bill of indictment. The bill was drawn up by O'Keffe while visiting Judge Bunce. In order to dress in the backwoods style of that day, O'Keffe procured a pair of buckskin pants, which he wore on visiting my father. I thought if he had had a little of my experience, he would not be so proud of his buckskin pants, for I had worn several pairs. When new and kept dry, they are rather pleasant things to wear; but when frequently wet they become stiff and rattle like a brass kettle. If wet on going to bed, my plan was to hang them up and make the legs as round as I could get them. After several wettings they become almost unmanageable. In instances of this kind I used to bring them to the barn and run them through the flax break, which would soften them and make them quite dry again, but in spite of me they would retain the sound of the brass kettle.

I learn that St. Clair County was organized May 8, 1821. James Fulton was the first purchaser of the site on which the city of St. Clair now stands, which in process of time became the property of Thomas Palmer, of Detroit. Mr. Fulton made the purchase with the view of making it the county seat of St. Clair County, and Mr. Palmer labored hard to accomplish the same end. Fulton and Palmer were opposed by Capt. Samuel Ward, who wished the county seat established at or near his tract of land, which now embraces Marine City. In the county seat war, my father favored St. Clair. Charles Noble, of the city of Monroe, one of the Commissioners appointed to decide on the proper place for the county seat, called on my father on his way up to examine the two proposed places. My father gave his reasons for favoring the town of St. Clair; our first county seat war ended by the location of the county government at the latter point.

Capt. Eber Brock Ward, late of Detroit, was but a mere child at this time, and had no connection with the business of his uncle, Capt. Samuel Ward, until the fall of 1832, when he took my place as clerk for his uncle.

The first jail in the county was erected by James Fulton, at the county seat. It is stated that the building was so constructed as to answer the double purpose of jail, and in the absence of prisoners, was used by Mr. Fulton as a root house. I could name the first criminal lodged

in the institution, but for the sake of friends forbear. I could relate many interesting anecdotes of the county seat war, but time will not permit.

For the entertainment of our commercial men, I will give the names of the first steamboats that plied between Detroit and Port Huron. The first boat making her appearance on this route was the *Argo*, in 1830. She was constructed from two large whitewood trees converted into canoes or "dug outs," joined together so as to make a sharp bow and square stern. She was owned and commanded by Capt. Burtice, of Detroit. On her arrival at Strumness Island, the Captain would take on board a quantity of fence rails, as it appears she could not carry sufficient fuel for the trip.

About the year 1831, the *Gen. Gratiot* was placed on the St. Clair route. She was owned by Dr. Rice & Co., of Detroit, and commanded by Capt. John Clark, of East China. The length of time the *Gratiot* kept the St. Clair route I have forgotten. Capt. Clark was well liked and the *Gratiot* became a great favorite with the traveling public. About the year 1833, Capt. Burtice placed the *Gen. Brady* on the same route, but she did not remain over two years. The *Lady of the Lake*, commanded by Capt. Sylvester Atwood, was a small boat fitted for carrying freight; she did not remain long on the route. In the year 1835, the *Erie* made her appearance on St. Clair River, and was the fastest boat of her size on the lakes. She was principally owned by James Abbott, of Detroit, and continued on the St. Clair route until 1842, when she was lost in the ice of Lake St. Clair. Capt. Samuel Ward placed the *Huron* on the same route in 1840. The *Huron* was the largest and best boat on the route, and was commanded by Capt. E. B. Ward. At this time, Newport, St. Clair and Port Huron were rapidly increasing in population, and the county was filling up with active and industrious farmers; the same spirit of enterprise was manifested on the Canada side of the river. Lake Huron shore and river ports gave this steamer full freights; her handsome and commodious cabins were always crowded with passengers. She continued on the route until worn out, each year of her service netting the Wards thousands of dollars; she was the first great paying investment, and her earnings formed the foundation for their colossal fortunes. There were other boats that ran in opposition to the *Huron*, but they were either run (or bought) off the route by the Wards. All opposition lines to them have incontinently failed, and when Eber B. Ward sold the route its purchasers followed in his steps and maintained their claims against all opposition.

The first boat built in our county was owned and commanded by Samuel Ward, called the *St. Clair*, which was built in the year 1820, for lake navigation. After the Erie Canal was opened, Capt. Ward freighted his boat at Detroit for New York City, and took on board two horses to tow her through the canal. On arriving at Erie he took down his masts, stowed them snugly on deck, entered and towed safely through the canal; arrived at the Hudson he shipped the masts, bent the sails, and soon came to anchorage at the Metropolis. Procuring a full freight back, he returned, but was somewhat disappointed upon being required to pay toll. Capt. Ward not only calculated on getting through the canal free of toll but expected to receive a premium, as his was the first boat from the lakes. The *St. Clair* was the first boat built at Marine City, which is to-day the most extensive ship-building town in the State except Detroit.

The first vessel built at the town of St. Clair was the *Grand Turk*, owned by the father of Capt. Alex. St. Barnard; she was of about forty tons burden. Barber, the master-builder, was a very ordinary workman, and the vessel, when completed, was a rough looking concern, and, perhaps, "*Grand Turk*" was the most appropriate name for her. To look at her—

"She seemed to dare the elements to strife!"

but, under a press of sail, did not—

" \* walk the waters like a thing of life "

However, in her day, she carried many a load of lumber and shingles to Detroit.

The first vessel Clay produced was built by Capt. Amos Henkly and R. Newhall, about the year 1824; she was about fifty tons burden and was called the *Savage*, of Detroit. She was used as a trader, and ran to Mackinac and Green Bay. She was the first vessel that entered and wintered in St. Joseph River. Henkly, on his return to Detroit, represented it as a fit place to build a flourishing town, and, when the site was secured, he claimed an interest in the lands as his possessory right, he having built the first house on the premises. In 1834, he died on

his boat and was buried in the sand on the Canada shore. The following winter, Mr. William Brown had the body raised and properly interred on the American side of the river. Mr. Brown had a perfect likeness of Capt. Henkly which he carefully preserved, and it is now in the possession of some of his family.

Within the past two decades, a multitude of boats and vessels have been built at Marine City, but the first vessel built on Belle River was the Pilot, and was owned by Capt. Andrew Westbrook and Capt. A. B. Henkly. The owners disagreed about the management of the vessel, and to settle the difficulty the boat was sold to Mr. Newberry, of Detroit. A full history of the ship-building of St. Clair River, together with a sketch of the lives of the different commanders, would make a large and interesting book.

Before closing, I claim it to be my duty to leave a little record of my deceased brother, Capt. John H. Stewart. He may be justly ranked among the pioneer sailors of the lakes; he also stood high in his profession, and was greatly respected. In 1817, my father built a little sloop of twelve tons burden, for the purpose of carrying shingles, tan-bark, coal and such other freight as could be picked up along the shore of the river. In those days, men having freight of this kind were expected to help load and unload, as well as assist in the management of the boat. My brother commanded the sloop, and it was then he acquired a love for sailing and determined to make it his business. At the age of seventeen he made his wishes known to my father, who gave his consent, and in order that his boy might become perfect in his profession, he had him placed in charge of Capt. Chesley Blake, who had command of a fine schooner called the Mariner. My brother remained with Capt. Blake two seasons, and sailed the following season with Capt. Flaherty, on board a little Cleveland schooner called the Eclipse. He spent the winter of that year at Rochester, N. Y., and at the opening of navigation the next spring, entered the employ of Thompson & Co., of Buffalo. After that he entered the employ of O. Newberry, of Detroit, and sailed with Capt. Dingly on board the La Salle, and the two following seasons he was mate on one of Newberry's vessels. He next commanded the Pilot, built by Westbrook & Henkly, and the following season he fitted out the Marshal Ney, owned by Ward & Newberry, and went as mate on her that year with Capt. Ward. I am not in possession of the dates, and can only give the time in which my brother first went as seaman, and the length of time he continued on the lakes. He shipped with Capt. Blake in 1820, as an apprentice. The names of the vessels and boats he commanded are as follows: The Pilot, Marshal Ney, Jena, Marengo, La Salle, Napoleon 1st, the brig Manhattan and Napoleon 2d, which Mr. Newberry placed on Lake Superior. It strikes me very forcibly that he had command of one more vessel, but am not certain. In 1840, he chartered the Gen. Harrison from Capt. Ward for \$1,200, and on his first trip from Chicago to Buffalo, he brought down a cargo of wheat at 25 cents per bushel, which amounted to \$1,000, \$200 less than the charter.

The first time business took me to Black River, where the city of Port Huron now stands, there were but three dwelling houses in the place, one being occupied by a Mr. Petit, and another was used as an Indian trading house. At that time, a mission school was opened at Fort Gratiot with one Mr. Hudson as principal, and a Mr. Hart as assistant. A very interesting and correct account of the early settlement of Port Huron and Black River has been published by Mrs. B. C. Farrand, of Port Huron, she obtaining information principally from Mr. Petit. I was much pleased when I read the article, on account of its correctness. The only error I detected, was in spelling Mr. Graveraet's name. Mr. G. assisted in procuring scholars for the mission school, and without his influence scarcely a scholar could be got. He was my step-mother's brother, and uncle to Garret G. Stewart, of Harsen's Island. After a trial of about two years, the mission was moved to the Island of Mackinac, where it was assisted by Mr. Graveraet's brother Henry. The only Indian scholar that I can remember attending the Fort Gratiot school was a brother-in-law of Mr. Jonathan Burtch, who came to Port Huron at an early date, and if I am not mistaken he erected the first frame building in which goods were sold. The first mill for the manufacture of pine lumber erected on Black River was built by Mr. Enos Morass, some years before the war of 1812. During the late war with England, our Government wanted some large sticks of pine timber, and the contract for furnishing them was given to Mr. Morass, who procured men and teams and went up Black River, selected and cut



the timber, passing with it on his trains down Black and St. Clair Rivers, over Lake St. Clair, and down Detroit River, all the way on the ice, which at that day was considered an extraordinary undertaking. Another risky and dangerous undertaking which happened during the war, was performed by Mr. William Brown, father of Mr. James Brown, of Cottrellville. The troops at Fort Gratiot were short of provisions, and the Commissary at Detroit had orders to supply them. A short time previous, a Lieutenant of the Fort, in passing down the river, was shot by the Indians and killed, but the men who accompanied him escaped. At this time it was considered dangerous for small bodies of men to travel along the northern shore of Lake and River St. Clair, as large numbers of Indians were secreted in the woods. The Commissary, in looking for a man who was thoroughly acquainted with the roads and paths through the forest, was recommended to Mr. Brown as a man well posted in the route, also a man of great courage and energy. Mr. Brown was engaged, and the next morning at an early hour he left Detroit with a train of fat cattle and other articles, arriving at Point aux Trembles that night. The next day he arrived at Fort Gratiot all safe. The supplies were gladly received, the officer in command thanking Mr. Brown for his promptness in the delivery. Another circumstance by which Mr. Brown met the approval of the military authorities happened in the fall of 1819. The militia of St. Clair was commanded by Capt. Westbrook and Lieut. William Brown. While engaged in a training, two of the militia men quarreled and wanted to fight, but were prevented by Lieut. Brown. Capt. Westbrook said, let them fight if they wish, which remark brought on a quarrel between the Captain and the Lieutenant. Westbrook charged Brown with disobeying a superior officer. Brown appeared before the Commander-in-Chief, who discharged Westbrook and appointed Brown Captain in his place.

The first minister of the Gospel that visited our county came to my father's residence in the winter of 1818. His name was Dickson, and he was connected with the M. E. Church. There were but three families on the island, all of whom assembled at my father's residence to hear Mr. Dickson's discourse, which was the first sermon preached in St. Clair County by a Protestant minister. Two years after, we had preaching once a month by Methodist ministers, their circuit being very large, embracing the city of Chatham, Ont., and the country along River St. Clair. They were almost constantly in the saddle to meet their appointments. My father, although a Calvinist Baptist, and strongly opposed to Armenian doctrines, opened his house for these energetic men, and encouraged them until they organized societies able to support their own ministers. The Methodist ministers of that day were poor, humble and devout men, and the members of their societies lived the same prayerful lives. The Methodists of to-day, I think, have lost the religious simplicity possessed by the ministers of those early days. The Methodist ministers of to-day have more learning, the church has become wealthy, they have got hold of the silver spoons, and are standing on their dignity like other sectarian churches.

While I am writing about Methodist ministers, I will relate a little incident that happened about the year 1820. It was about midwinter, the weather being extremely cold; our minister called on us about 4 o'clock, and was seated in the sitting room before a roaring fire. While thus seated, the juvenile part of my father's family spoke to each other in whispers, and walked over the floor on their tip toes. We were a noisy set usually, but our reverence for a minister of the Gospel was such as to place us under restraint. The house in which my father resided was of the old French style, and was built soon after the taking of Canada from the French. It had two bed rooms, a sitting room and a large kitchen, with a small bed room for the boys; consequently we could not lodge many guests. At about 8 o'clock that evening, three men called and asked for lodging for the night. They were three lawyers from Detroit; one was Judge B. F. H. Witherall, who was then a young lawyer, bearing a very youthful appearance. After our lawyers had partaken of their supper, arrangements for bed accommodation were made. Of course the minister must have the best bed and room; as the three lawyers could not sleep in one bed with comfort, it was therefore decided to bring the bed and bedding from the bed room and place it on the parlor floor before the fire-place, which was large, and was, on that occasion, provided with sufficient wood to keep fire at least ten hours. Our legal guests cheerfully submitted to the arrangements, and as the night was very cold, a pitcher of

hot whisky sling was prepared for them before retiring, and a kettle of hot water was left on the hearth in case they required more sling. It appears that the lawyers spent the most of the night in drinking, telling anecdotes, laughing, etc. I learned from our good minister what had been going on in the parlor during the night. He got up about 4 o'clock and asked me to get his horse; he had had but little sleep and intended leaving before breakfast, not wishing any more of their company. I expressed my sorrow, and hoped that the next time he came he would have no Detroit lawyers to disturb him. I don't think there could be found at the present age a minister who would leave bed at 4 o'clock to avoid the company of three young lawyers. I have forgotten the names of the two that were with young Witherall, and have not since learned whether or not they repented of their sins. I was afterward informed that Witherall, some years later, joined the Methodist Episcopal Church at Detroit. He was a good lawyer and afterward became Judge of the Wayne County Criminal Court.

But few, at this day, are aware of the hatred manifested by the old British settlers of the Territory, toward the Yankee, a name given by them to all American citizens of the United States. It was not so with the French people; they were glad to have the Bostonians come among them; but the most hatred was manifested by the old Indian traders. They feared the settlement of the State would injure their trade. In the neighborhood where my father lived there was an Indian trader; he was at home but a few months in the year, most of his time was occupied abroad with the Indians. He had a particular hatred for the d-d Yankee, as he generally called all persons from the States. He had manifested his spleen toward my father, who was informed of it through friendly parties. Early in the spring of 1816, he called apparently in great haste. He said that the Black Chief had called a council of the Indians, and that they were determined that no American should reside on the island; that the first settlers on the island were in general council adopted with their children into their tribes and could remain, but they would force all others to leave. He said he had called to give timely notice that my father could be put on his guard; and he feared he would have trouble with the Black Chief. This message was delivered in a hasty manner and our informant left. In a few days an Indian called at my father's somewhat intoxicated. He made some statements which led my father to believe that he had been studied by the Indian trader. At this time, a neighbor stepped in and the Indian picked a quarrel with him and was knocked down. My father believing that the trader's whisky and counsel was the cause of the Indian's insolence and threats, seized his ax and hastened to the trader's house and when there walked deliberately in, knocked in the head of his barrel of whisky and turned it on the floor. The next day he manned his canoe and went to Detroit and stated his case to Gov. Cass. He informed the Governor that he had on one side a loyal British subject who disputed his right to reside on the island, and on the other hand, an Indian trader whom, he had good reason to believe, was instigating the Indians to annoy and molest him. On this representation the Governor told my father to return and if he should be further molested, to give him notice, and he would send troops to protect him. This affair ended all further trouble; the Indians became my father's best friends, and for many years supplied his table with venison and all kinds of wild game.

While I am writing about Indians, I will state a circumstance that happened in the year 1812 or 1813, as related by my step mother. At the breaking-out of the war, the British Government secured the services (with but few exceptions) of all the Indians residing at Mackinac, Sault Ste. Marie and the shores of Lake Huron; a large number of them went in with the British troops to the assault on Fort Sandusky, commanded by Capt. Croghan. The repulse given by the Americans was so spirited and so destructive, that the British made a hasty retreat back to Malden, which caused a panic among their Indian allies, many of them refusing to remain. Two large birch canoes, filled with returning Indians were passing up the River St. Clair in the night, and when near my step-mother's residence on Harsen's Island, a thunder-storm burst upon them and upset one of their canoes, throwing about sixteen Indian warriors into the river to struggle for their lives. The night was perfect darkness and it was a long while before they could reach the shore. Those that reached the shore shouted to those struggling in the water, through the lightning's flash and peals of thunder. The shouts of Indians continued until all not drowned reached the shore. To my step mother the scene was so frightful that she seized

her brother's infant, threw a blanket around it and was about rushing to the wood near by, fearing that the Indians would massacre them, when she was prevented from doing so by her brother, and they both waited for the morning to reveal the mystery of the Indian shouts and yells of the night. At the dawn of day the next morning, two birch canoes filled with Indians were seen to leave the opposite side of the river and approach the island, and twenty great strapping Indians came ashore, their faces all blackened with charcoal—the Indian manner of mourning for departed friends. They looked very solemn, and stated that they were induced to go to war by the British, and were told by them that the Kit che-moco-mans (Long-knives) were great cowards, and easily whipped, but they had found the statement not true; that the Americans had killed a great many British at Lower Sandusky; and that they had to retreat to save their lives, and were returning home when the storm struck them last night; one of their canoes was upset; that they were a long time in reaching shore; that two of their number were drowned. The Indian speaker ended his statements by advising Mr. Graveraet to leave immediately, as the Long-knives were coming and would kill them.

At the breaking-out of the last war with England, there resided at or near Mackinac an Indian chief by the name of Wing, who was friendly to the Americans, and when the British with their Indian allies surprised and captured Mackinac, in 1812, the chief, Wing, refused to take any part in the transaction, and through his influence restrained the members of his band from taking presents from the British, not even accepting a plug of tobacco. His fidelity to the Americans was so great that he selected eight strong men of his band to man his large birch canoe, with which he passed down Lakes Huron and St. Clair, and gave information to Gov. Hull of the capture of Mackinac. For this information and his zeal and fidelity to the American Government, he became a great favorite with the officers commanding at Mackinac. He visited the Governor every year at Detroit until his advanced age prevented him.

I have one more Indian story to relate, which happened in the spring of 1816, when Col. McNeil commanded Fort Gratiot. Among the numerous families of Indians that resided on Black River was that of an old Indian by the name of Black Snake. He had a numerous family and was related to John Riley, a half Indian, who selected lands and resided in the township of Riley, St. Clair County. The town at its first organization was called Riley, in memory of the old Indian residents. The father of John Riley was a resident of Albany, N. Y., where his son John was educated when a boy. John considered himself a citizen of the United States, and the band of Indians to which he belonged were, through his influence, recognized as belonging to and under the protection of the American Government. Among this band of Indians there was a strong-built Indian by the name of Black Duck. He had for a wife a daughter of Black Snake and was strongly attached to the American Government. The Black Duck was an invited guest at a great Indian feast held at or near the mouth of Black River. At this feast much whisky was drunk and many speeches made. The Indians from Canada took part, one of whom boasted of his power and bravery as a warrior, and related how many Americans he had killed and scalped during the past war. As soon as the Indian finished this speech, Black Duck jumped to his feet, and seizing a tomahawk, approached the speaker and said: "You are a great brave; you have killed many Americans; you have taken their scalps. The Americans you have killed were my friends, and you will kill no more!" Black Duck buried his tomahawk in the boastful speaker's head and here the pleasures of the feast ended. The Black Duck knew that the avengers of blood would be upon him, for with the Indians it was, as it has been in olden times, "an eye for an eye, and a tooth for a tooth;" he therefore hastened to lay his case before Gov. Cass, and seek his protection. He was placed in the fort for safety. The Governor was well acquainted with John Riley, who had rendered valuable service to our Government during the war. Through Riley, a proposition was made to have the matter settled by paying the Indians for their dead relative. On this proposition a council was held before the Governor at which the avengers of blood agreed to take pay for their dead relative according to their valuation, besides a selection of goods from the public store in Detroit. They demanded forty quarts of whisky, which they considered necessary in order to soften their hearts and cause the tears to flow more easily over their dead relative. The Governor's Secretary drew an order on my father for the forty quarts of whisky. I was present and won-



dered that Indians with such dark skins should paint their faces black with charcoal, but I was told that they were mourning for the dead.

I have stated that Mr. Jacob Harsen was the first purchaser of Harsen's Island. He had a family of seven children, five sons and two daughters. His eldest daughter was the wife of Mr. Graveraet, who settled with him on the island. Immediately after the purchase of the island from the Indians, Mr. Graveraet died, leaving a family of four children, who, with their mother, made their home principally with their grandfather, until grown up and sufficiently old to take care of themselves. In the two families, thus united, there were several serious accidents causing the death of some of its members and loss of limb to others. It appears that Mr. Harsen was brought up in the faith and discipline of the Lutheran Church, and he endeavored to train his children in accordance with the rules of that church. Although in a wilderness where wild game was abundant, he forbade the use of fire arms on the Sabbath. But one Sabbath morning while all was quiet and the members of the family were all in the house, a large flock of ducks lit on the shore near the house. The sight of the ducks was so tempting to the eldest son that he seized his gun and attempted to fire at the ducks, but the powder flashed in the pan; he ran into the house to re-prime his gun. When entering, the butt of the gun struck the door, which caused an explosion, the whole charge entering Miss Graveraet's arm, then a girl of seven years. It was so frightfully mangled that she was immediately taken to Detroit to have it amputated. Miss Graveraet spent most of the days of her childhood in the family of Judge May, of Detroit, where she learned to sew, and became so expert with the needle that few could excel her at various kinds of needlework. She became my father's second wife in 1814, and was the mother of Capt. Albert Stewart, of Detroit, and Garret G. Stewart Esq., of Harsen's Island. The next serious accident that happened in the Harsen family was in 1800. At this time old Mr. Harsen was dead, and his son Barnard became head of the family. It appears that a keg of powder had been placed in the parlor chimney, and on Saturday evening several pounds had been weighed out to men that had been at work in the harvest field during the week, and some had been spilt on the hearth; by some means fire had been communicated to the powder, and the whole keg of twenty pounds exploded, blowing the house into fragments, and instantly killing Mr. Barnard Harsen and Mrs. Graveraet; a large pewter platter, which was lying on the head of the keg, was driven with such force as to almost cut Mrs. Graveraet in two; other members of the family were badly burned and wounded, but recovered. At the time of this explosion, there was stopping with Mr. Harsen a Moravian minister by the name of Denkey, who was a great smoker, and it was surmised that he had emptied his pipe on the chimney, which set fire to some paper and thus communicated with the powder. Denkey was not in the house at the time of the explosion, and the conjecture that he was the cause, may have been wrong. He wrote out a full statement of the accident and had it placed in my step-mother's Bible, and when a boy I read the account as he gave it, but the record is lost and I am writing from memory. At this explosion, a looking glass of my step-mother's was blown nearly a mile, and was found in the south channel of River St. Clair; the frame and quicksilver were gone; it was put in a frame again and kept by my step-mother as a relic of the accident.

About ten years after the blowing-up of the house, causing the death of two of the members of the Harsen family, Mr. James Harsen went over to Big Bear Creek on the Canadian side to trade with the Indians. At this time, John Riley was there on a spree, and as Mr. Harsen was stooping to enter his cabin, he (Riley) fired off his rifle, the ball entering Mr. H's eye and passing out behind his ear. From this wound Mr. Harsen lingered in great misery for about six months, and died at his home on Harsen's Island.

The names of the steamboats commanded by my brother John were Michigan 1, and Michigan 2, owned by O. Newberry, of Detroit, and the Northern, owned in Cleveland. He also commanded a steamboat on the Chicago and St. Joseph route, the name of which I have forgotten. In 1855, he purchased an interest in the steam tug Pilot, but as his health was fast failing his physicians advised him to abandon the waters and remain quiet at home. He did as advised, remaining at home till the day of his death, which was on the 28th of May, 1855, in the fiftieth year of his age. He entered on his profession in the year 1820, and continued it

for thirty-five years. He was the first seaman from St. Clair County appointed to the command of a vessel at Detroit. In two cases he risked his life to save the lives of drowning sailors and passengers. He was generous to a fault, and could shed a tear for suffering humanity. His death was sudden, as his physicians had previously told him it would be. He was at my place in the morning on business and died before reaching home, in an apoplectic fit, it being the third attack of the kind. He left a good record, which his surviving children should imitate and be proud of.

After writing the above memoirs, I visited my brother, G. G. Stewart, of Harsen's Island, and while there I asked to examine my father's papers, among which I found the appointment of Harvey Stewart as County Commissioner, in and for the county of St. Clair. The commission had the seal of the Territory, signed by Lewis Cass, Governor, and William Woodbridge, Secretary of State, and was dated the 22d day of May, 1822. Following the above appointment is the commission of Gov. Cass appointing my father Master in Chancery in and for the Territory of Michigan, and dated April 20, 1827.

Regarding myself, I have made a poor record. While many men of my day have become wealthy, and some have filled honorable stations, it has been my lot to remain poor. The exposures of my pioneer life left me subject to chronic diseases at the age of forty, which have prevented me from doing continuous hard labor; yet I have assisted in clearing up three farms, one of which I had the misfortune to lose through a defective title, but afterward recovered part by purchase from the lawful owner, requiring all my earnings for five years to meet the payments. I have lamented my lack of a good education; the little I did receive was picked up two and three months at a time, the whole not exceeding one year's tuition. Had I been blest with a good education, I should have sought business less laborious, in which I am inclined to think I would have succeeded. After all, my evil *Genii* may have been the cause of all my mishaps. Possessing as I do a nervous temperament, I have many times kicked against the pricks; yet in the discharge of public duty and business affairs, I have endeavored to make myself reliable. I, with my deceased brother, Capt. J. H. Stewart, came to Michigan in the month of November, 1815. I have been a resident of St. Clair County sixty years, and now claim to be the oldest *emigrant* resident of St. Clair County. To day there are only four persons living in the township of Clay that cast their ballots at the first election held in St. Clair County and the names of these persons are, George Harrow,\* Azel Able and the writer."

In February, 1876, the following letter appeared regarding some of Mr. Stewart's statements:

HARSEN'S ISLAND, February, 1876.

EDITOR GAZETTE.—In A. P. Stewart's recollections concerning the shooting of Francis Harsen by Robert Little, some mis-statements are made which I wish to correct. Little never refused to pay rent; no trouble arose from that cause. When the first lease had expired, Harsen came up from Detroit and leased his farm to Little for five years more. It was agreed that Little was to go to Detroit and then papers would be drawn up to this effect. Before Little went to Detroit, A. P. Stewart's father took occasion to inform Harsen that Little would attempt to hold possession of his farm if he (Harsen) leased it to him for another five years; it was thought likely, at that time, that the island would fall to the British Government, and Stewart, supposing Little to be a British subject, told Harsen that Little would claim it. Little never told Harsen that he would dispossess him, nor did he ever order him from the premises.

When Little was informed by friends that Harsen was coming with a force of men to oust him, he was greatly surprised. When he saw them coming he barred the doors; they demanded the premises, and Little refused to yield possession, having a lease of them for five years, as he could prove. Then they went around in front of the house and held a council, and afterward marched down to Stewart's distillery and he supplied them with whisky. At this moment one of the men, more intoxicated than the rest, approached the house and fired through the window, the bullet passing between Little's wife and daughter, who were sitting on a bed. Then Little shot at the man who fired through the window, missing him; one of the shot, however, struck Francis Harsen in the fleshy part of the leg. Harsen, when hit, was walking by himself on the bank of the river. It was thought, from the positions of the parties, that the shot must have glanced from the frozen ground and struck Harsen, the wounded man himself afterward coinciding in this opinion.

Sheriff Fulton came to the window and advised Little to give up the premises, saying that the men were all intoxicated and he was afraid might commit murder. Little told him if he had proper authority he might break the door down and he would not molest him or any of his party. Then Lieut. Brown came in and was showing his authority by throwing the furniture around, when Little put Brown out of doors. The case was carried into court. Afterward Harsen came to a settlement with Little, and all trouble ceased.

Harsen said himself that there would not have been any trouble had it not been for A. P. Stewart's

\*William H. who died since the publication of Mr. Stewart's memoirs commenced, was one of the first to cast a ballot

father. Stewart was the instigator of the row. Harsen and Little were ever after friends, remaining so until death.

Robert Little was born in Maryland; his father moved to Gross Point, Mich., and he lived there with his father until he became of age and owned a farm there. Married a Miss Tucker, of Mt. Clemens; sold his farm at that point and bought a farm at Mt. Clemens; from thence he came up and leased Harsen's farm to carry on a dairy; from thence he moved back to Mt. Clemens; lived there until his wife's death. He had a family of twelve children, of whom nine are living; the oldest is eighty-four years of age. Two sons of his were volunteers in the war of 1812, at Mt. Clemens, under Col. Stockton. His daughter, Mrs. Johnson, who came so near getting shot, is living yet. After his wife's death, he resided with his son in Wallaceburg, Ont., one of the most prominent business men of that place, where he died in 1847, aged seventy-six years. He left a large circle of friends and relatives to mourn his loss.

This statement I learned from Francis Harsen and from my father, Robert Little, as well as from other eye witnesses, who, I think, have better recollections than A. P. Stewart, of this case.

Yours respectfully,

N. LITTLE.

The following letter from Mr. Stewart formed the reply:

ALGONAC, February 26, 1876.

EDITOR GAZETTE—In the last issue of your paper I find a note by which I learn that you hesitate to publish my reply to N. Little, until you see me, but for what reason I cannot easily guess. N. Little, in his reply to the account given in my memoirs of the shooting of Mr. Harsen, makes out my statement to be false; that my father was a bad man and the cause of that difficulty; he also states that the militiamen collected by Sheriff Fulton and commanded by Lieut. Brown, were a drunken mob. I am not willing to remain silent and allow such statements to go before the public unrebuked. Mr. John Robertson, an old gentleman residing on Belle River, is the only living man that assisted Sheriff Fulton in getting Little from the Harsen farm. Mr. Robertson's moral character is unimpeachable; he is a Christian and is respected where known. N. Little's statements have been pretty thoroughly discussed in this place since their publication, and are not believed by the respectable part of the community. I have remained quiet and let the public discuss the matter, and was much gratified when informed that the decisions were in my favor. N. Little accuses me of falsehood, and taints the reputation of my father, Sheriff Fulton, Lieut. Brown and the men under his command; and in reply, I claim the right to give a brief history of N. Little's father and grandfather, and let them stand face to face before the public. To refuse me this privilege is wronging me and the worthy persons I feel it my duty to defend. Perhaps you think my reply to N. Little too severe; severe or not, it is a matter of history recorded in the memory of the old inhabitants for the last eighty years, and so often related in my hearing when a boy, that I retained it as readily as I do the English alphabet. If you think my charge too heavy for your gun, and that it will burst in expounding, then return my article and I will seek redress elsewhere. The old rat that said caution was the parent of safety, was considered a wise old fellow, and perhaps in most cases the old rat's logic is the best; but the rat's reasoning was to save its life, not in the defense of the moral character of itself and friends. I have written enough, and shall only add that if you cannot publish my reply to N. Little, kindly publish this letter; I would like it published even if you do publish my reply. I know of one or two parties who were eye witnesses to N. Little's dispossession, and as soon as I can get their statements, I shall forward them to you for publication.

Very respectfully,

A. P. STEWART.

#### FLUGEL'S REMINISCENCES.

Mr. Flugel was born in New York City February 9, 1799, and he is now eighty-two years of age. In 1813, he enlisted in the Thirtieth United States Infantry, in that State. In 1818, he enlisted in the Second United States Infantry and in 1825 he passed up St. Clair River for Green Bay on the steamer Superior. He does not recollect seeing more than about half a dozen houses along the river at that time. He remained at Green Bay two years and one month, when they were ordered to Holton, Maine, and went as far as Governor's Island. \* \* He was among the troops landed at St. Clair in 1832, out of whose number so many died with the cholera, staying two nights while there, with Mr. Fay, who lived on the hill just north of St. Clair (then Palmer). \* \* \* He was discharged from the army in 1837. After his discharge, he settled at Port Huron, commencing business as a baker, general merchant and groceryman on the spot now occupied by the mill operated by David Williams, which business he carried on at that place and other in this city until 1851. He then commenced to farm on seven and one half acres of land west of the city, but not making a success of it, finally quit it and is now living on the next block west of the city hall in Port Huron.

He was married, July 31, 1822, to Emily Allen, of Sackett's Harbor. They have had three children—Charles, born at Green Bay October 10, 1827, died at Sackett's Harbor at the age of two years and eight months, from the effects of a fall upon a rock, which cracked his skull so badly that he only lived about five hours; Samuel D., born August 10, 1831, who has been married and had seven children. Out of this family, only the father and one son are left, the rest all lying in the old cemetery. One girl, Mary C., born May 15, 1823, is now the wife of Alfred Livingston, and living at Adair, St. Clair County, Mich.



## LAKE PORT, ST. CLAIR AND PORT HURON IN 1855.

As the country along the Lake and River St. Clair was passing through the gates leading to the modern era, that along the Lake Huron shore, as well as the interior of the county, was gradually losing its wild character—either offering a home to new pioneers or a field to the enterprise of the lumberman. At this important epoch in the history of this county, touched by the magic wand of capital and American enterprise, Lakeport began to exhibit a remarkable development into commercial and manufacturing importance. Various logging stations or lumber camps were established, and a large saw mill erected on the lake shore, a wooden railroad built from the mill far into the pine forest, comfortable boarding houses erected for the hard workers among the pines, and the semi-barbaric life of the shanty-man of a few years before, raised to that condition which advancing civilization began to demand. B. C. Farrand, now a lawyer of Port Huron—a pioneer of the State—was the owner and originator of the Lakeport industry. While there was much to inspire him to act, there was much more to persuade him to retire whence he came, and identify his fortune with that of the friends and associates nearer the confines of civilization: yet he determined to fulfill his mission by adding another settlement, another industry, to those then inaugurated throughout the State. He had confidence then in the present and the future; he had hopes and ambitions, and determinations to be realized, and there—from the Huron's shore to the depths of the pine woods—he was acting a part in the dramas of economy and destiny.

For the purposes of this chapter, the relations of Mrs. Henry L. Elsworth, of La Fayette, Ind., must be of interest. The letter, from which these relations are summarized, was written by this lady, after visiting Mrs. B. C. Farrand, in June, 1855, to her sister, Miss Bartlett, of Guilford, Conn. It contains an account of an excursion to the western terminus of the log railroad in Clyde, to the lumberman's camp in Burtchville, and of a visit to the Farrand Mills at Lakeport, together with references to Port Huron, St. Clair, and the now semi-appreciated summer road from Port Huron to St. Clair. These references relieve the lumber era of many of its grotesque features, and point out very distinctly that, over a quarter of a century ago, the villages along the River St. Clair contained the material on which their present social fabric was founded.

The letter is dated Brown's Hotel, St. Clair, July 1, 1855. The personal references are numerous, interesting, and of a most conciliating character: the style is concise, yet poetical in description, and the entire information just what the visitor considered due to the people and the district: "We are waiting for the boat from Port Huron to take us to Detroit—homeward bound—not just at present, however, to my New England home, but back to Indiana. We have been to Port Huron on a visit. Left La Fayette last Monday (June 26, 1855), took tea in Michigan City, crossed the State by railroad in the night—reached Detroit Tuesday morning—found the steamer for Port Huron had been gone ten minutes—no other boat until next day. On Wednesday morning, started on steamer Ruby for Port Huron, where we arrived about 6 o'clock in the evening, much to our own gratification and that of our friends. On Friday, had a carriage ride from Port Huron to St. Clair—delightful trip—the whole distance along the bank of the beautiful St. Clair—the river of the clear water—transparent, bright and cold. Flowing from the northern deep lakes, it never warms, and is too cold for bathing. On Saturday, July 1, the Detroit steamers from Port Huron are an hour earlier than usual. These boats are racing, running in opposition, fare only 25 cents—sometimes passage offered free. The weather has been terribly hot for the last three days; yet this is a most pleasant region in the summer—rather bleak, I guess, in winter. Lands around not much cleared, but, where they are cleared, produce fine crops. The soil is very productive—fruits and flowers abundant, strawberries excellent—common practice for one mortal to eat a quart of them.

The day after our arrival at Port Huron, which was oppressively hot, we rode to Lakeport—distant twelve miles—to see the Farrand Mills. On our arrival, about 10 A. M., had a fine lunch, after which, we rode on a tram car, over a forest railroad, six miles to the lumber camp among the great pines. Returning, we had an excellent dinner—never tasted better—consisting in fact of roast beef, lamb, cold tongue, vegetables, with dessert of tapioca pudding, oranges—sliced and served up with sugar—capital ice-cream, coffee, tea, etc., etc. A delightful

drive through the pine forest and along the lake shore by moonlight, closed the excursion of the day. This dinner was served at one of Mr. Farrand's houses—well built, well furnished, and well kept. Here are boarded about forty of his workmen—and they appear well. The sawyers and car men were on a strife that day—the former determining to get ahead of the latter, which they succeeded in doing, as it was too hot at mid day to work the horses and get in the logs. The car men, however, had risen before 3 o'clock in the morning, had drawn two loads before our arrival, and after we left Lakeport, returned to the woods for another load; so as to get the advantage for the next day. They work fourteen hours a day like giants. I should think a single day's work would kill a man; but they do it cheerfully, and seem to enjoy it first-rate. This I attribute to the exhilarating atmosphere and scenery.

Here is the majestic forest pine in its primitive and peerless grandeur. So dense, the eye cannot penetrate its foliage—so tall, it towers even above the clouds. Here is the blue and beautiful Lake Huron, stretching itself, like an ocean, from the shore, dotted over with sails and propellers from many a distant port. Here is the fresh, pure breeze from the northern lakes. The whole conspires to delight the eye, to exalt the imagination, to invigorate the system, to increase its power of endurance, and enhance its enjoyment.

In such a country Mr. Farrand is the owner of 2,000 acres of forest pines, convertible and converted at the rate of fifty tremendous logs per day into excellent lumber for shipment to any part of the wide world. One hundred thousand feet is the weekly product of his mill. He has already shipped upwards of two millions of feet (lumber) this season, and has on hand a quantity besides. The mill is located at the wharf in Lakeport. The logs are brought thither on the forest railroad from the locality where they are felled. Fifty big logs per day are thus placed before the sawyers, and changed into boards, planks, shingles or laths, in double-quick time, then packed instantly, and made ready for the market. 'Tis a beautiful operation throughout, and goes like clock work. Mr. Farrand understands it well, and makes it very profitable.

On July 1, we went fishing opposite St. Clair—no luck! Crossed over to Victoria's domain—didn't see Her Majesty, but found her subjects very polite and hospitable. They whom we met, offered tea, warm biscuit, tea cakes, etc., etc., which we gratefully received. A very pleasant excursion and safe return."

Such is a description of the most eastern land of this State, as it appeared in 1855, of the Europeans on the other side of the river. True, the landscape has lost much of its wild beauty; the exuberant forest flowers and foliage have given place to cultivated nature; the wilderness has developed, epitomized, as it were, and since those years cycled into the past, the babies of our times have begun to think of more mischief than their fathers ever heard of. Civilization is strange, indeed, in the changes which it claims.

#### EARLY LAKE NAVIGATORS

The steamboat men of the earlier times are at present limited to a comparative few, and of those now living, Capts. William T. Pease, now a resident of Buffalo; L. H. Cotton, of Detroit, David Wilkeson, of Perrysburg, and Harry Whittaker, of Buffalo, are the oldest on record. The command of the first steamer, the *Walk in the Water*, devolved on Capt. Job Fish, an imported man from the East, whose knowledge of lake navigation did not extend very far, and who resigned his post on encountering the first gale, which occurred on his third or fourth trip, and delivered over the safe management of the vessel to John Davis, his mate, before reaching port. Jedediah Rogers subsequently commanded the *Walk in the Water*, and up to the close of her career. The *Superior*, being the second steamer on the lakes, was placed in command of Capt. Roger Sherman, who, although imported, as was the case of Fish, proved himself equal to the position, and continued as master of the same boat two or more seasons, when he returned from whence he came. Capt. W. T. Pease, who comes next on the list, commanded respectively the *Niagara 1st*, *Pioneer*, *Superior*, *Niagara 2d*, and others at a later period, including the *Boston*. He was also at one time master of the schooner *Mienigan*, which subsequently was sent over Niagara Falls. He was living and a resident of Buffalo, in 1871. Capt. L. H. Cotton commanded the first steamer that ever towed a vessel up the Fort Erie Rapids, the steamer

being the Monroe, and the vessel the ship Milwaukee. Capt. C., also, during a very lengthy and popular career, was master of the steamers Ohio 1st, Pennsylvania, D. Webster, Oregon, Baltic, Anthony Wayne, and latterly the mammoth steamer Western World. At an early period of his life, in 1835, he fitted out the brig Queen Charlotte, which, during the war of 1812, was captured from the British, and for many years lay sunk at Erie, Penn. Capt. David Wilkeson, who in 1871 was living retired at his old home in Perrysburg, commenced (as did those previously named, except Sherman and Fish) his career in command of sail vessels. He commanded the schooners Eagle and Guerriere, his first steamer being the Commodore Perry, of whom he remained master until the close of her career, when himself and others caused to be built the Superior 2d, which he commanded for several years. Capt. C. L. Gager is also among the early lake men, and was with Capt. Levi Allen, James Harrington, Loring Pierce, and John Kimberly on the Walk-in-the-Water as a seaman, comprising her crew. He was absent from the lakes for several years, and on his return bought the steamer Red Jacket and sailed her, then the Gen. Porter, which he converted into a propeller, and afterward the Albany. Capt. Walter Norton, many years deceased at Buffalo, was among the early pioneers, and first commanded sail vessels, among which was the schooner Michigan, already alluded to. He sailed the steamers Henry Clay, Gen. Porter and Michigan. Capt. George Miles sailed vessels for several years, among others the Erie, which, during a fearful gale, got dismasted on Lake Erie and came near being lost with all hands. He afterward sailed the steamboat Enterprise, somewhere in the years 1834-35, and died several years since at Erie. Capt. John F. Wight commanded the William Penn, and subsequently the Chicago. He died some years since at Erie. Capt. Harry Whittaker was not only prominent as a steamboat navigator, but also a builder of steamboats, and through the intrigues of others has had his fortune wrecked on more than one occasion. At an early day, he sailed the schooner Marie Antoinette, then the steamers North America, Monroe, United States and A. D. Patchin. What was never previously nor since achieved, he navigated with the steamer United States throughout the winter of 1845, between Buffalo and Detroit. He resided at Buffalo, N. Y. Capt. Morris Tyler was also a vessel man at the first, and in 1831-32 sailed the schooner Cincinnati, and others previous to that time. He also commanded the steamers Ohio 1st, Daniel Webster and James Allen. He last sailed the brig Columbia, which he owned and built. He died at his residence in Lower Sandusky about the year 1845. Capt. John Flaharty commanded sail vessels at first, then steamers, William Peacock and Pennsylvania, and on his retirement went into the forwarding business at Huron, Ohio, and subsequently at Buffalo, where he died after the war. Capt. Chesley Blake died at Milwaukee, with cholera, in 1849. He commanded the schooners Hannah, Napoleon and others; also steamers Niagara, Michigan and Illinois. Capt. Augustus Walker was probably one of the most prominent navigators in aiding and furthering steamboat interests that ever sailed the lakes. He built the steamers Sheldon Thompson, Washington 1st, Columbus and Great Western, and first commanded the steamer United States, and subsequently the others herein named. The Western was the first steamer on the lower lakes provided with upper cabins. Capt. W. died at Buffalo, in 1865, aged sixty-five years. Capt. Levi Allen, one of the most popular lake men throughout his sailing career, commanded respectively the steamers United States, Superior, Pennsylvania, Buffalo and Niagara 2d. He was a resident of Buffalo, N. Y. Capt. Archibald Allen died several years since, at Black Rock, N. Y. Among other craft he commanded during his time were the steamers Michigan and Nile. Capt. Simeon Fox will be remembered by many acquainted with early lake events. He served on board sail craft the greater part of his time, and at one period sailed the schooner Amaranth. He also commanded the steamboats Charles Townsend and Chautauqua, the latter when plying between Buffalo and Barcelona. He died at Buffalo, N. Y., many years since. Capt. Peter Shainholdts served as first officer on the steamer Superior, along with Pease, and in the same capacity for several years on different boats. He commanded the steamer Cincinnati, between Buffalo and Chippewa, for a time, and the Charles Townsend, between Buffalo and Detroit. He died in Buffalo about 1847 or 1848. Capt. Thomas Wilkins was a man unsurpassed in popularity by any who ever came before or after him. In connection with his duties, he always maintained the strictest so-



briety in the performance of the same. He was the popular commander of the steamers William Peacock, Thomas Jefferson, and Missouri, and after retiring from the lakes, served faithfully for several years, and, up to the time of his decease, as Collector of Customs at Erie, Penn. He died in 1870. Capt. Samuel Chase, long since dead, commanded in his day the steamers Ohio 1st, also the Gov. Marcy and the Monroe. Capt. Charles Burnett (familiarily known as Buck Burnett), commanded the steamers Ohio 1st, and the New England. He also in earlier times commanded vessels. After his retirement from the lakes, he was appointed Harbor Master at Buffalo, and proved an excellent officer. He died like most all sailors, very poor. Capt. James Lundy commenced his career on board sail vessels, and, among others, the schooners Detroit, Maria, and also steamers Pennsylvania, Cleveland 1st, Uncle Sam, Constellation, Rochester, Baltic, City of Cleveland, and others. He was a man of strict habits and always popular. Bob Wagstaff, as he was familiarly called, will not soon be forgotten by many. He commanded the first and finest ship ever on the lakes, the Julia Palmer, in 1836. He was also a steamboat man for many years of his life, and not long since died in New York. Capt. Charles C. Stannard commanded the brig Ramsay Crooks, on Lake Superior, also the steamboats Niagara, Bunker Hill and Saratoga, and died at "the bells," on board the Western World, on leaving the dock at Detroit, in 1856. Capt. A. E. Hart commanded steamers United States, Cleveland 1st, propellers Oregon and Edith. Previous to steamboating, he sailed the schooner Buffalo and others. His brother, Capt. Robert Hart, deceased at Buffalo, sailed at an early day the sloop William Tell and other vessels, also steamer Robert Fulton, and propeller Panglossett. The steamer Chippewa, built at Buffalo, without frame, with the shape or model of a muskelon, was sailed by Capt. Benjamin Armstrong, who also commanded the schooners Sterling and Britannia, besides other craft. Capt. G. Appleby sailed the schooner New Connecticut, which capsized in Lake Erie, and three days afterward a woman was rescued from the cabin alive, which was conceded one of the most remarkable events of the times. He also commanded the steamers North America, Constitution, Benjamin Franklin and Sultana. He died at Buffalo in 1867. Capt. Thomas J. Titus commenced his career on sail vessels, commanding the schooners Aurora, United States and others. He also sailed the steamers Ohio 1st, Sandusky, Erie, Buffalo, Queen City and Julia Palmer. His last command was that of the propeller Monticello, and while on Lake Michigan was drowned from the small boat while attempting to land on shore. Capt. H. Van Allen was deservedly one of the most popular men navigating the lakes, in which the qualities of the sailor and gentleman were combined. His sailing career began on the Canada side, and on board the steamers Thames, Kent, Emerald, London, Canada and Clifton; also on the American side, on board the Mayflower and the Empire State, two of the finest steamers that ever floated on the lakes. Since his retirement from the lakes, his home was at Mackinac. The steamer Thames was also at one time commanded by Capt. G. R. Williams, plying between Buffalo and Port Stanley, C. W. Capt. S. F. Atwood, ranks also among the first navigators on the lakes widely and favorably known. Besides sail vessels, he commanded at different periods the steamers Macomb, Monroe, Gen. Harrison, Troy, Arrow, T. Whitney, Parsons, and others. In later years, he resided at his island home on Lake Erie, at North Bass, where he extensively engaged in the culture of grapes. Capt. J. L. Edmunds, commanded for several years vessels and steamers, such as the North America, Chicago and Southerner. While in command of the latter, and after leaving Buffalo on her second trip of the season, in March, 1850, he was taken suddenly ill, causing the immediate return of the steamer to port, where he died on entering the harbor. Capt. Aaron Root sailed the schooner Amaranth, steamers Constellation in 1836, Bunker Hill in 1837, and subsequently the propeller Henry Clay. He died at Black River, Ohio. Capt. Joel H. McQueen commanded the steamer Constellation in 1837; afterward the Sam. Ward and other boats. He also at one time commanded the schooner White Pigeon. Capt. John Shook sailed the schooner Cincinnati, besides other vessels, at an early period; also steamers United States and Columbus. He died at Huron, Ohio, some years since. His brother, Capt. Jim Shook, sailed the fine clipper brig Illinois, in 1835, of the Eagle Line, when it was fashionable to have the pea jacket ornamented

with a spread eagle. He also at one time commanded the propeller Scioto, besides several sail craft. He died at Huron, Ohio, a few years since. Capt. Cliff Belden died at Cleveland, in August, 1858. He commenced early on the lakes on board of sail vessels, and at one time commanded the steamboat Star. Capt. A. H. Squier sailed vessels for several years, among others the schooner Laguire, steamers DeWitt Clinton, Garden City and others. He is a resident of Buffalo, N. Y. Capt. Amos Pratt, long a prominent lake navigator, will be recollected as master of the steamer Anthony Wayne, or Mad Anthony, as she was at first called. He also commanded one of the first propellers on the lakes, the Samson, in 1843, afterward the Princeton and Globe. He was a popular seaman and gentleman. His death occurred in 1869 or 1870. Capt. William Dickson died at Buffalo in 1865, aged sixty-five years. He was reared on the waters, and commenced life as a ferryman between Black Rock and Fort Erie. After several years' experience on the lakes, he commanded the schooners Sterling, Merchant, Michigan 2d, ship Milwaukee, brig Robert Hunter, propellers Hunter and Illinois. Capt. J. T. Pheatt, died at Toledo in 1859. He came from the lower lake, in command of the schooner Grant. While on the upper lakes he commanded the steamer Gen. Harrison, in 1840, the steamer Indiana, in 1842, the Northern Indiana and Western Metropolis. At the time of his decease he was managing a ferry at Toledo. Capt. John Stewart sailed for the late Oliver Newberry, several vessels, commencing at an early period—the schooners Marengo, La Salle, brig Manhattan and others. Previous to his decease, which took place on the River St. Clair, he commanded the steamers Michigan and Northerner. He was universally liked. We also pay a passing tribute to the memory of other lake pioneers, among whom were Capt. Samuel Vary, who died at Shelbygan a few years since; "Ould Ned Burke," as he was widely known; Jerry Oliver, who commanded the steamer New England, besides sail vessels at other periods; Capts. Paine Mann, Joe Sherwood, John Kline, also Capt. John W. Webster, who, with Capt. James Hackett, light-keeper at the mouth of Detroit River, are the two oldest vessel masters at present living. Capt. W. resides at Painesville, Ohio. Capt. W. P. Stone, once of the steamer Keystone State, and favorably known, died a few years since at a hotel in New York City. Capt. Thomas Richards died while in command of the steamer Niagara, at Milwaukee, in 1849. Capt. G. W. Flood came from the seaboard, and sailed the brig Indiana, in 1837, in 1839 the steamer Sandusky, and in 1843 the propeller Hercules, after which he returned to salt water. He died in California. Capt. George E. Willoughby died at Quebec a few years since. He commanded respectively the Emerald, London, Canada, Ocean, Mayflower and Plymouth Rock, and was popular. Capt. C. H. Ludlow sailed vessels, and in 1849 commanded the steamboat Baltic. He also sailed the propeller Globe, subsequently the propeller New York. He died some years since. Capt. Jacob Inson, formerly of the Hendrick Hudson, Diamond, Buckeye State and propeller St. Joseph, is farming in Michigan. Capt. S. Clement was in business at Chicago. He, in 1839, sailed the schooner Philadelphia, and at other periods different vessels, besides the Atlantic and others of Ward's steamers. Capt. E. B. Ward was also at an early date a vessel man, sailing, among others, the schooner Gen. Harrison. The first steamboat he commanded was the Huron, in 1840. Subsequent events are too familiar for repetition here. Capt. L. B. Goldsmith was navigating the lakes in 1871, and latterly in command of the steamer Jay Cooke. He commenced early and promised to stay late. Capt. Fred S. Wheeler, who commanded the propeller Hercules and steamboat St. Louis, has been dead for several years. Capt. Fred S. Miller still navigates, and has been tossed about from an early date. There are those who will also remember Capt. R. C. Bristol, who sailed vessels; also the steamers James Madison and Niagara 2d. His death took place some years ago. Capt. D. P. Nickerson came from the seaboard, and has filled numerous important positions, both on the salt and fresh waters. He was the Captain on board the steamers Eclipse, Bunker Hill, Ohio 2d, Saratoga, and others. Capt. Morris Hazard came from the East, having an experience on the rivers. He brought out the steamer Milwaukee, at Buffalo, in 1838, and afterward commanded the Constellation, Empire State, and also sailed the Monroe. In nearly all of these steamers he held more or less interest. He died at his residence in Buffalo in 1869. Capt. D. H. McBride died at Milwaukee in March, 1871, after a lengthy sojourn on the lakes. He had a large experience on both sail and steam craft. The schooner Havre was the last ves-

sel he commanded, in 1842, and the propeller Ironsides the last steamer. He was second mate of the steamer Erie, which was burned on Lake Erie in 1841, and narrowly escaped being counted among the lost. Capt. William Hinton, for several years past pilot on the United States steamer Michigan, was first officer of the Erie when she was burned, and also met with a narrow escape. He has served long and faithfully on board steamers, and commanded the Daniel Webster after she was changed to the Black Dan, and knows all about it. Capt. James M. Averill, an old lake man, commanded the steamer Erie (the little) in 1840 or 1841, and subsequently sail vessels—the Barton and others. Previous to this period, the Captain was several years at sea. He resided at Buffalo. Capt. Heber Squier resided at Grand Haven. He was connected with the steamers St. Louis, Empire, City of Cleveland, propeller Oriental, and others, with all of which he leaves a bright record. Capt. Jacob Travers commanded the steamer Golden Gate, besides several sail craft; Capt. Benjamin A. Stannard, numerous sail craft, but both have long since retired to a quiet life. Capt. John Caldwell, who died at Cleveland in 1864, commanded, in 1836-37 and 1838, the schooner Hudson, afterward the Henry Crevolin and Trenton. Subsequently for several years he commanded steamers to Lake Superior, and in the Northern Transportation Line. He was universally respected. Capt. B. G. Sweet resided at Toledo. He dated his lake career back to 1831, sailing the schooner N. C. Baldwin to 1837-38, and took to steamboats somewhere about 1845, commanding the propeller Phoenix in 1846, burned on Lake Michigan in November of that year. He also sailed the Northern, North Star, propeller Iron City, and others. He retired some fifteen years since. Capt. D. Howe, at one time quite prominent on the lakes, was a lower lake man, and sailed at one time the schooner Saratoga. In 1837, we find him in command of the steamer New York, which craft was belacked with four pipes. In 1840, Capt. Howe was in command of the Chesapeake, and in 1844-45, the Empire, at that date, the mammoth of the lakes. He also sailed the steamer America, and others. He went to Vermont and there died, during the war. Capt. J. C. Benjamin died at Prairieville, Mich., in 1864. He sailed the steamboat Ben. Franklin in 1849, and previously sail vessels out of Cleveland.

#### PIONEER SKETCHES.

In this chapter the writer of the general history has essayed to make a collection of pioneer biographical sketches which might escape the notice of his assistants to whom the compilation of the personal history of the county is intrusted. In the city and township histories, these biographical writers have, doubtless, left nothing undone to insure a full mention of the pioneers. To repeat their work in this chapter would be extravagant excess; but, as has been stated, the following liberal sketches are grouped together lest through any chance the names of men and women connected with the early progress of St. Clair County should be omitted. Therefore, the reader must search the pages devoted to local history to learn more of the pioneers, and the times in which they lived.

Charles Phillips came to St. Clair County about the year 1820, and settled at what now embraces the site of Marine City. His former residence was at Buffalo, N. Y., where he had invented the first machine for the manufacture of the cut nail. Before he had his machine patented, he took a brother-in-law into partnership with him, who by craft succeeded in getting the patent in his own name, and thus defrauded Mr. Phillips out of the large revenues which he would have received. He was so grieved at this piece of deception that he left Buffalo and sought his fortunes in this then virgin country. On his arrival, he was the best mechanic in the Territory of Michigan. He afterward produced a number of inventions, among which were a plow, water-wheel, etc.

Lorenzo M. Mason, a native of Vermont, came to Michigan in 1836, and settled at Port Huron. He studied law in Vermont, and was admitted to the bar in that State. On arriving in this county, he landed at Capt. Clark's dock, below St. Clair. He came to Michigan to practice his profession, and entered into partnership with Ira Porter, who arrived shortly after him; subsequently, Mr. Mason became a partner of J. B. Constock. In 1844, he entered a law partnership with Bethuel C. Farrand, now the oldest member of the St. Clair bar. From the date of his coming to 1842, he was an extensive purchaser of United States lands, which



he disposed of on easy terms to *bona fide* settlers. His partnership with Mr. Farrand ended in 1850, yet he continued to practice law for a short time after. Mr. Mason's political life in this county is regarded in the political chapter. After giving up the practice of his profession, he devoted a great deal of his time to lumber, real estate and boats. In 1853, he moved to Detroit, and there connected himself with the Farmers' and Mechanics' Bank, and started a loan office. Mr. Mason was married to Miss Luce, of Port Huron, in 1839. His death took place at Detroit in 1874. The sad event brought sorrow into the homes of all who knew him, whether in the county—to the progress of which he contributed so much—or in the city, which he adopted as a home, and whose society he aided in forming.

Joseph P. Mini or Minnie, was born at Point aux Trembles April 21, 1812. His parents were old settlers of St. Clair; the father was born in St. Clair County, and the mother born at Windsor, C. W. Mr. Minnie went to St. Louis, Mo., at an early day, and there learned the tailor's trade. Returning, he located at Monroe. There he married Miss Adelaide Le Duc, May 10, 1832. Four years later, Mr. Minnie brought his wife into the wild woods of St. Clair, and located where the old Mini homestead stands, on Military street. Throughout the general history of the county, the name of this pioneer occurs very often. He took a most important part in all the progressive enterprises of early days, and was among the most favorably known pioneers of the State. Mr. Mini's children were Mary Ann, born March 4, 1833, at Monroe, was married to Horace Baker October 24, 1855; Joseph Theo. Standard, born at Monroe, October 23, 1834, married Amanda Wilson June 16, 1857; Matilda Diana, born at Port Huron March 28, 1836, married Capt. A. W. Andrews December 19, 1865; Lewis Livingstone, born in Cottrellville February 14, 1838, died October 20, 1839; Adeline Josephine, born in Cottrellville July 11, 1839, died April 26, 1841; Josephine Adelaide, now Mrs. Post, born in Cottrellville October 25, 1841, married James Gibson July 30, 1860; Louis Napoleon, born at Port Huron October 14, 1843, married Miss Junks, of Ann Arbor, in 1871; Edmund, born at Port Huron December 25, 1845, married Nellie Buck in 1869; Ezekiel Abraham, born June 12, 1849, at Port Huron, resides on the old homestead.

John Miller was born at Sugar Loaf, Canada, February 1, 1813, and was sixty years of age at the time of his death, September 13, 1873. While he was still very young, his parents removed to Rochester, Oakland Co., Mich., where he remained until nearly fifteen years of age, when he came with his older brother, Jacob, to St. Clair County. For a time, he was employed at Wadham's, or in that vicinity, afterward going away for a year or two, and finally settling at Port Huron in 1832, when he entered the service of the Black River Steam Mill Company as book-keeper and clerk. He was afterward made the company's agent. His services to the city are referred to in the city history.

Capt. Henry Ainsworth purchased the Bassenet farm at Point aux Trembles in 1820, and became a settler of the district constituted St. Clair County in 1821. He died in 1822, leaving the property to his son Henry Ainsworth, who may be termed a pioneer. The Captain was considered a well-informed, enterprising man.

Jacob Peer settled in St. Clair County, in 1821, on lands which he purchased from Capt. Westbrook at Point aux Trembles. This tract was prairie or bottom lands, very fertile, and easily cultivated. Within four years, Mr. Peer had sixty acres under cultivation, and would have undoubtedly made the largest and most beautiful farm in Michigan Territory had not the inundation of 1827 submerged the entire tract. He subsequently selected lands near Algonac, and transformed the forest into one of the richest farms in the county, together with planting an apple orchard of thirty-five acres. This pioneer died February 14, 1855, leaving the property to his son Jacob.

Francis Mann Vandeburgh was born in New York City August 27, 1838. In 1854, he removed to Port Huron, where he resided (with the exception of somewhat less than one year spent in Milwaukee) until he enlisted in the Tenth Michigan Infantry in December, 1861. He was mortally wounded near Nashville, Tenn., on the 10th of April, 1863. On the 18th he died. His father was present with him in his last hours, and brought his remains for interment to Port Huron. The funeral sermon was delivered by Rev. J. S. Hoyt, of the Congregational Church, May 3, 1863.

Alexander La Forge, Jr., aged thirty two years, son of Alexander La Forge, died at Houston, Tex., on the 1st of August, 1867, of yellow fever. The deceased served as a member of the Fourth Illinois Cavalry through all the war.

Mrs. Rachel Hartsuff died at her residence at Port Huron October 2, 1867. Mrs. Hartsuff was born in Tyre, Seneca Co., N. Y., in January, 1808, and at the time of her death was nearly sixty years of age. With her husband, she left the State and removed to Livingston County in this State, in 1842, where they resided until 1863, when they removed to Port Huron.

John Wells, one of the oldest and most esteemed citizens, was born at New Milford, Conn., June 19, 1799, and was, at the time of his death, September 25, 1867, in his sixty ninth year. He came to Port Huron in 1838, and soon after engaged in mercantile business. But for several years past, he, with his only surviving child, Frederick L., constituting the firm of John Wells & Son, were engaged in lumber operations.

Dr. A. E. Noble, one of the old residents of Port Huron, died December 29, 1870, aged seventy-five years. He was born in Rensselaer County, N. Y., January 22, 1796. There he learned the jeweler's trade, and there also studied medicine under Dr. Stearns of Pompey, N. Y. He entered on the practice of medicine at Hannibal, N. Y., moved to Palermo in 1827, and to Michigan in 1837, taking up his residence at Port Huron in 1838. The Doctor was a Jackson Democrat up to 1860, when he attached himself to the Republican party.

David Brockway died December 30, 1870, at the advanced age of ninety years. He was one of the first five men who voted the Whig ticket in St. Clair County.

Rev. Norman Nash was descended from Thomas Nash, who came from London in 1637, with his family, and settled in what is now New Haven, Conn. Norman was the youngest of thirteen children. His father Ebenezer Nash, of Long Meadow, Mass., married Susannah Hills, of North Bolton (now Vermont), Conn., and finally settled in Ellington, Conn., where Norman was born November 17, 1790. About 1820, he began his ministerial labors as missionary in Hampshire County, Va., having been ordained as an Episcopal Deacon by the Rt. Rev. Richard C. Moore, and labored so hard in that mountainous region that his health failed. He was afterward ordained by the Rt. Rev. William White, D. D., and preached in Huntingdon, Penn., after which he entered upon missionary work at Green Bay, Wis., and was engaged teaching the Menominee Indians. From 1830 to 1834, he preached in Swedesboro, N. J. During these labors he assisted in the education of three of his nephews for the Episcopal ministry, who are located as follows: The Rev. Francis B. Nash, at Tiskilwa, Ill.; the Rev. Rudolphus Nash, at Worthington, Ohio; the Rev. Norman Badger, now Chaplain in the United States Army.

In 1835 or 1836, Dr. Nash was appointed by President Jackson as a missionary and teacher among the Indians, then at Port Huron, the Chippewas and Ottawas, with a salary of \$400 per year. In July, 1836, Dr. McCoskry was made Bishop of the (then new) diocese of Michigan, and owing to an unfortunate misunderstanding between the Indian agent, H. R. Schoolcraft, who was stationed at Mackinac, and the Bishop on the one side, and Dr. Nash upon the other, regarding the channel through which he was to receive his salary, he refused to receive from the Bishop the amount due him, and persisted in his refusal to the time of his death. The Indians were soon after removed to neutral ground, and the Doctor devoted himself, in an independent way, to the wants of the community. He had regular appointments for religious worship at Fort Gratiot, Clyde Mills and Sturges' schoolhouses, and also other places, at different times. He was universally beloved and respected by those who knew him, and was frequently called upon to perform the marriage ceremony, and also to serve as a physician. He never afterward connected himself with the church, but marked out his own sphere of labor and followed it. This old resident died November 11, 1870.

James William Sanborn was born in Falmouth, near Portland, Me., in April, 1813, died April 13, 1870. He first came to Port Huron in 1835 in company with Abner Coburn (since Governor of Maine), Charles Merrill, then of Portland, but now of Detroit, and Joseph L. Kelsey, at that time of Bangor, Maine, and now residing in Washington, Macomb County. The party came to this country to locate pine lands. Mr. Coburn, now among the wealthiest men of the country, was then a man of large means, and the party together located about 25,000 acres. Mr. Sanborn at that time was only twenty two years of age, and was left in charge of the purchase.

Mr. Coburn and Mr. Merrill returning East, and Mr. Kelsey settling here. Mr. Merrill who was an uncle of Mr. Sanborn, soon after came West again and settled at Detroit. In 1836, Mr. Sanborn established himself at Metamora, Lapeer County, which point he made his residence for some years. The 25,000 acres of land which the party located were in this and Sanilac Counties, the whole being known as St. Clair County at that time. Two years afterward, in 1838, he was elected to the Legislature from Lapeer County, and in 1846 was again honored in this way. His knowledge of State lands made him a useful and efficient member, and as a legislator he evinced those same habits of industry and faithfulness which so eminently characterized him in his private business. In 1846, he removed to Detroit, remaining there, however, but a year, and coming to Port Huron in 1847. He entered into business at that time with his brother-in-law, Alva Sweetzer, the firm of Sweetzer & Sanborn being extensively engaged in selling goods and the lumber business. This partnership continued until the death of Mr. Sweetzer, in February, 1864, his widow then succeeding to his interest, and the firm being known since that time as James W. Sanborn & Co. In 1854, the firm abandoned the dry goods business (which was resumed in 1866 by Mr. Sanborn in partnership with his nephew James M. Sanborn), and confined their attention principally to lumbering, though investing to some extent in real estate in this vicinity. At the time of his death, Mr. Sanborn's lumbering interests were very great. He had large interests on the Saginaw, the Muskegon and its tributaries, the Au Sable, Thunder Bay River, Pine River in the Upper Peninsula and the Cheboygan. His business career had been a very successful one to himself and those associated with him, and he had amassed a large estate, consisting principally of his lumber possessions, but also including considerable personal property and real estate in this city and Fort Gratiot. He was at the time of his death engaged in the dry goods trade with his nephew, James M. Sanborn, and also a partner in the banking house of John Johnston & Co. In politics, he always took an interest, being earnest in this, as he was in everything else. He was originally a Whig and was one of the foremost organizers of the Republican party. He was a delegate to the Jackson convention, and was on several occasions selected for official preferment. In 1854, he was elected to the State House of Representatives over W. T. Mitchell, after a spirited contest, and two years later, at a very close election, was defeated by John Miller. In 1858, he was elected Commissioner of the State Land Office, and during his term of office, along with Hon. N. G. Isbell, then Secretary of State, was very zealous in exposing the McKinney defalcation, and unalterably opposed to covering up the matter, under the plea of party policy. He declined to have his name mentioned in connection with a nomination for Commissioner. He was an active worker in political campaigns, and no man in this region had been more liberal with his means for proper political purposes. Mr. Sanborn had been married three times, and left a wife and three children, one daughter by his first wife.

David M. Hagedon died at Port Huron December 24, 1871. Mr. Hagedon was born in the State of New York in 1804. About the year 1836, after his marriage, he moved to Ohio, where he resided until 1840, when he removed to Port Huron. Here he first engaged in the fishing business, starting a fishery on the shore of Lake Huron, about a mile above the light house. Soon afterward he engaged in the ship-building business, constructing one of the first vessels ever built here—the schooner Henry Hubbard. He afterward removed to Algonac, remaining there two years, engaged in vessel-building. Returning to Port Huron, he became employed most of the time in building or sailing vessels. His warfare with E. B. Ward, of Detroit, will be remembered by the older residents of Port Huron and other river towns. For some years he ran the propeller Belle between this city and Detroit, and the Detroit opposition did not succeed in getting him out of their way until they had purchased his boat. During a part of the season of 1871, Capt. Hagedon ran the little ferry steamer Coral between Port Huron and Sarnia.

Elijah Burch, whose death occurred on the 20th of February, 1873, was born in Randolph, Vt., in 1791. In early life he was engaged in lumbering operations in Canada, and was there when the war of 1812 broke out. A proclamation being issued making all citizens of the United States then in Canada, who should not leave immediately, subjects of Great Britain, and liable to military duty, Mr. Burch was obliged to return to the United States. Afterward



he returned to Canada, and was arrested on charge of desertion, the penalty being death. During the progress of this trial an incident occurred which illustrates Mr. Burch's love and relish for a good joke. As he was entering the court house, he was accosted by a man who inquired if his name was Burch, and his residence Chatham. Being answered in the affirmative, the stranger asked some questions about the business of Chatham, and ended by inquiring what the character of its citizens was. To this Mr. Burch replied, with gravity, "Well, sir, I am the most respectable man in the place, and I am just going into this court room to be tried for my life." The trial ended with the exhibition of the proclamation which forced him to leave Canada. Mr. Burch removed to Port Huron in the year 1834, and made the city his home from that time until the day of his death. He built, and for many years kept the Central Hotel, retaining its management until he finally retired from business. He was a brother of the mother of Allen and Henry Fish, and Mrs. Spalding, of this city, and was a descendant, on his mother's side, of the Kimballs of Vermont. In politics, he was a Democrat.

Mrs. Sarah Luce, mother of Mrs. D. B. Harrington, died July 30, 1871. Mrs. Luce was one of the earliest settlers of Port Huron, having located here with her husband, Bartlett A. Luce, and family, in the fall of 1836. She was born and married in Pittsfield, Mass. Her husband, who was one of the first men to engage in the lumber business in this section, died in 1842. Five of her children still survive, as follows: Theodore and Benjamin Luce, of Alpena, C. H. Luce, of Chicago, Mrs. Harrington, of this city, and Mrs. L. M. Mason, of Detroit. Mrs. Donihue, another daughter, died in this city in 1855.

Mrs. Catherine McGowan, mother of Capt. Ed. McGowan, died at Port Huron, August 5, 1871. Her maiden name was Catherine Brogan, born in Donegal, Ireland, on the 12th day of May, 1765. At the time of her death, she had reached the age of one hundred and six years two months and twenty-five days. She was married at the age of twenty-eight years, and left a widow in 1835, at Erie, Penn. In 1849, she came here, and has since resided with her son. She was the mother of twelve children, and up to the time of her death had always appeared hale and hearty.

William Brown died December 26, 1874. He was born June 22, 1784, in the city of Detroit, then owned and occupied by the British. He was brought up amid the privations and hardships of that early day; his playmates were Indian and French boys, and his playthings were his bow and arrow, the rifle or shot-gun and the tomahawk; the old gentleman spoke the three languages of that day—French, English and Indian—with perfect fluency. His parents moved to St. Clair County, township of Cottrellville, settling on the farm now known as the Lumby farm, where he lived until his eighteenth year, when he went sailing in old Judge Abbot's employ, following that occupation for three years. He married the daughter of Capt. William Thorn in 1805, and moved on a piece of land which he purchased of the Indians, now known as the Sutherland farm, a half mile above the village of Courtright, opposite St. Clair. He lived there eight or nine years, pestered and harassed by the Indians continually. Upon one occasion he had two yoke of oxen, two cows, three hogs and four sheep killed in one day by 500 Indian warriors, on their return after their defeat by Croghan at Sandusky, war of 1812. He suffered numerous depredations of this kind, until the hostility of the aborigines culminated in a determination at council to kill him and his family, because they thought him to be too much of a Chi-mook-he-mon, or Yankee; however, an old Indian friend of his, who was also friendly to the American cause, came at night and acquainted him with the result of the council, and the fact that six Indians had been deputed to come the next afternoon to massacre the family. His friend urged him not to tell the Indians who had given him notice of their intentions, for, said the friend, "they will kill me if you do." Preparations were made for their reception, and they came just as he was notified, armed with tomahawks and scalping knives. He let them all in the house and passed them chairs in which to sit down; he then went to the opposite side of the house, took his gun in one hand and tomahawk and butcher-knife in the other, and said to them, "I know why you have come; you have come to kill me and my family." The chief inquired, "Who told you so?" Mr. Brown replied, "The Great Spirit came in the form of a little bird and told me all you were going to do, but," said he, "the first man that raises his knife or tomahawk is a dead man; I can kill the whole of you

before you leave the house." "Well," said the chief, "give us a sheep and a hog and we will go and have a feast, and be friends forever." He told them to go and take one sheep and a hog, which they did, and had a big time. He remained in Canada until 1814, the year Gen. Proctor issued his proclamation requiring all persons living in Canada to take the oath of allegiance to the King of Great Britain or leave the country. Accordingly, he and two of his brothers-in-law picked up their movables (and that was not much) and moved to Detroit. Here he was employed by the United States Government to build a stockade fort, and after that was done was sent by Gen. Butler, commander of the post of Detroit, with forty men to drive sixty head of cattle around Lake St. Clair to Fort Gratiot. While he was engaged in this manner, his old Indian friend acting as his guide and spy, some six or seven hundred Indian warriors encamped on Hog Island, now known as Belle Isle, held a big dance and council, at which time they determined to massacre all the men in the fort and then sack and burn the city. But the wife of the Indian ally went by night and gave the commander of the fort warning, through the aid of an interpreter, of the savages' intentions and their plan of attack, viz.: They were to all hand on the American side, with their guns cut off short and concealed, together with their tomahawks, underneath their blankets; they would then commence a game of ball, as played by them, moving steadily toward the fort the while; then the ball was to be thrown into the fort, and the Indians rush in a body into the fort after it, when the war-whoop from the chief was to be the signal for the attack. They all landed, commenced their game of ball, moving toward the fort, exactly as the squaw had announced. The commanding officer let them approach within eighty or one hundred rods of the fort, when he sent his interpreter to tell them not to come any nearer, or he would open fire upon them; so they halted and finally left the place. In 1815, Mr. Brown moved from Detroit to Macomb County, and commenced working Judge Clemens' farm, where Mt. Clemens now stands. In 1816, he bought a farm in the township of Cottrellville, and moved on it the same year; after he got his farm paid for and fixed up, he took out a tavern license and kept a public house for over thirty years, just below the village. He was appointed the first Coroner of St. Clair County, by Gov. Cass, and served under the appointment twelve years; when it became an elective office he was elected three times by the people. He was appointed Postmaster for this township, by President Jackson, and served as such under his administration, when he resigned. During the year 1829, he built the first wood-dock that was constructed between Detroit and Marine City; he bought and sold wood in considerable quantities, supplying boats, so that his place of business became a regular stopping place for boats and vessels running between Buffalo and Chicago and other ports on the upper lakes. He kept a small quantity of goods for a number of years, and traded a good deal with the French and Indians, buying furs, etc. He lived on his farm until 1868, carrying it on himself, when he leased it, and lived around with his children thenceforth. He was the first subscriber to the *Detroit Free Press* from this county.

Lewis Chadwick was born in Massachusetts in the year 1799, and when one year old his parents moved to Vermont. He left home at the age of fourteen, and lived the most of the time in Randolph, Chatham, Hogensburg and London, Canada, till the year 1834, when he moved to Newport (Marine City), in this county, where he remained one year, when he came to Knapp's Mills, on Black River, then called the township of Desmond, which extended as far north as the North Pole. He bought a farm about one mile east of what is now called Jeddo, which he owned till his death. This farm was first in the township of Desmond, then in Clyde, Lexington, Burtchville, and now is in Grant. His death occurred November 10, 1875.

David Robertson was born on the St. Clair River, four miles below the site now occupied by this village, in 1796; the house in which he first saw light was a primitive yet comfortable log cabin; it stood near the present residence of Warren Robertson, and was torn down about twenty years ago. He died at the residence of his daughter, Mrs. Nancy Howard, of Marine City, September 18, 1875. He was one of the first white children born on the River St. Clair, his parents having removed to this (then) wilderness but a short time prior to his birth. He grew up a vigorous youth, and at fifteen years of age we find him an enlisted soldier in the American Army, detailed for duty on the fortifications of Fort Gratiot, then building. In 1820 he married Madeline Myers, by whom he had fifteen children, eleven sons and four daughters.

Mrs. James Robertson died at the residence of her son, Capt. Hiram W. Robertson, April 19, 1875. Miss Theodate Potter (which was Mrs. Robertson's name before her first marriage) was born in the village of Pompey, Onondaga Co., N. Y., on the 2d day of October, 1798. At that early day that county, in Central New York, was yet undeveloped, and was in a great measure a frontier settlement. The Indian in his war paint, with his deadly tomahawk and glittering scalping knife in his belt, was no rare sight, and amid these wild scenes, and the deprivations accompanying them, were the girlhood days of Miss Potter passed. She was in Pompey when the attitude of the savages became most alarming, and finally culminated with the outbreak of the war of 1812. Alike with the residents of her town, she shared the hopes and fears of that struggle. Miss Potter was married to Mr. Cyrus Millard, of the village of Pompey, when she was but sixteen years of age, and while the war of 1812 was in full progress. She remained a resident of the town of her birth until 1836, when, leaving the scenes that were familiar to her from the first, she made the journey to Michigan. Here again, she was destined to meet and overcome the hardships of frontier life, for the "lovely peninsula" was then even more wild than Onondaga County, N. Y., in 1798.

Michigan was then a Territory, and was engaged in settling the question of her southern boundary with Ohio, which was the one obstacle that kept her without the sisterhood of States until the following year. Mr. Millard, with his wife and family, settled at Newport (now Marine City), on the St. Clair River, but he did not long survive. He died in 1837, about one year after his arrival. Mrs. Millard remained a widow twelve months, when she was married to Mr. James Robertson, of Cottrellville, with whom she lived until his death. One year thereafter she removed to St. Clair, where she resided at the time of her death.

Chester Rankin was the son of Otis and Mary Rankin, who emigrated to this county from Madison County, N. Y., in the year 1833, and settled in the town of Cottrellville, a short distance west of Newport, now Marine City. Here Chester Rankin was born, October 24, 1837. While quite young he, with his father's family, removed to the town of China, near Belle River Mill, and near the place where he resided at the time of his death, April, 1875. He was married in the spring of 1863 to Miss Annie E. Kirk, who resided with her parents in the same neighborhood. He had one brother and one sister; Mr. Henry Rankin, of East China, was his brother, and Mrs. Slyfield, wife of Capt. Luther L. Slyfield, of St. Clair City, was his sister.

Conrad Denio, one of the veterans of the war of 1812, resided on the town line between Casco and Columbus, with his son-in-law, William A. Fulton, died January 8, 1875. Mr. Denio was born in Alburg, Grand Isle County, Vt., December 7, 1784. When a young man, he removed to New York State, where he married and resided, rearing a family and devoting his time to farming, until 1852. He made a trip to this State in the latter year, remaining with his son-in-law, Mr. Fulton, one year. In 1853, he returned to New York and lived with his children there until 1862, when he again came to Michigan and took up his residence with Mr. Fulton. From that time until his death Mr. Denio was a member of Mr. Fulton's family. He was one of the veterans of the war of 1812, having served in Capt. L. Pette's company of Vermont Militia in the last struggle with Great Britain. He was among those whose services to the country in that conflict were recognized by the Government at the last hour. He drew a pension of \$8 per month since the 14th of February, 1871.

Richard Allington, aged seventy-nine years, died at China December 15, 1875. He was born at Thetford, England, in 1796, and came to America in 1814, shortly after enlisting in the United States Army. During his enlistment, he was in the Black Hawk war and helped to build the barracks at Fort Gratiot. In 1831, he married Elizabeth Hannan, daughter of William Baird. After serving his country faithfully for fifteen years, in 1835 he got his discharge. He then moved to China and settled on the farm where he died. In 1845, he was left a widower with six small children. With the help of kind friends, he struggled with the ills of life with his little family till 1849, when he married Sophia Browning.

John Swartout died at the residence of his son, Martin Swartout, in Clay Township, December 27, 1875, in the ninetieth year of his age. Deceased was a man remarkable alike for perseverance and industry. He was born in Ulster County, N. Y., in 1787. In 1836, he emigrated to the then Territory of Michigan with his wife and a family of six boys. He bought half



a section of land three miles from Algonac. Here, with the aid of his boys, for the third time in his life, he entered an unbroken forest and cleared himself a farm. At this time, Algonac (then called Manchester) contained one frame house and a few huts. After years of hard labor he had the satisfaction of reaping the golden grain from his own acres, and gathering fruit from trees which he had planted. In 1862, his partner, who had shared with him the hardships of his pioneer life of half a century, died. One of his leading characteristics was his anxiety to provide for the future. Upon one occasion, after becoming an old man, while planting apple seeds he was accosted by a neighbor, also quite old, who inquired if he expected to derive any benefit from his labor; his reply was characteristic of the man: "If I don't, somebody else will!" Thanks to his strong constitution and temperate habits, he lived to eat fruit from the trees for a number of years.

Capt. Eber B. Ward of Detroit, died from an attack of apoplexy January 2, 1875. No citizen of Michigan could have died whose decease would have caused so great a commotion. His immense wealth and business interests were such that hardly a city of any importance in the Northwest but will be more or less affected by his death. His capital was so large that of necessity it was employed in a variety of ways. His enterprises extended through a number of States reaching from the cold and icy northern shores of Lake Superior to the warm waters of the Gulf of Mexico. His wealth was chiefly invested in iron, silver and copper mines, in pine lands and saw mills, in rolling mills and silver smelting works, in railroads, in farming lands, in glass works and numerous other enterprises. Capt. Ward was nominally the wealthiest man in the whole Northwest, his capital being estimated all the way from \$7,000,000 to \$22,000,000, but \$10,000,000 undoubtedly covers all that was realized from his estate, although it was not sufficient to meet all liabilities.

Mr. Ward took quite an active part in politics, acting with the Republican party and making his influence widely felt. Mr. Ward made his will, in which T. C. Owen, of Detroit, Mr. Wyman, of Cleveland, and Orin W. Potter, of Chicago, were named as executors. These gentlemen were all partners of the millionaire, and were fully acquainted with his vast business interests.

William Luck, born at Albany, N. Y., April 17, 1797, died May 11, 1875. He came to Michigan in November, 1846. After looking around a little, he settled upon the farm on which he died, and which is situated about five miles northwest of St. Clair, in the town of the same name. Here on the high banks of Pine River he built his residence and commenced clearing his farm. This was then indeed a wild region. St. Clair City was but a small settlement and the farms surrounding it were but mere garden patches. The road from the village to Mr. Luck's farm was nothing but a lumber road, over which the boughs of the trees on either side met overhead, and entwining made an almost complete roof to this pioneer highway. Game in abundance, of nearly every description, roamed through the almost unbroken forests at will, but seldom startled by the sharp report of the hunter's or the Indian's rifle. In the winter season the echo of the lumberman's ax was heard within the present corporate limits of St. Clair City, and in the summer the hunter of pine traversed its immediate vicinity locating Government lands. But few sail vessels and still fewer steamers ruffled the waters of the beautiful St. Clair, and the chief source of travel and transportation was man's faithful servant—the horse. At that time the settler endured many privations, but for this he was compensated by the wild grandeur of the scenes which surrounded him. He enjoyed the rich beauties of nature before they were marred by the hand of the irreverent pioneer. It was indeed a romantic life, with charms that could not but be appreciated by the inhabitant of a palace. Gradually Mr. Luck subdued the giants of the forest and in a few years he had wrought him a very pleasant home in a comparative wilderness.

Many of the pioneers are under the impression that this old settler was an Englishman, as both he and his wife possessed the brogue of that nation.

Mrs. Mary K. Chamberlain, wife of E. C. Chamberlain, and cousin of Frederick L. Wells, died October 18, 1875, at Stanford, Dutchess Co., N. Y.

Capt. John Clark died February 3, 1876. He was born at Bath, Maine, July 29, 1797. At fifteen years of age he left school, became clerk in a store in Augusta, and at eighteen years was

ordered to travel by his physician, his health being very poor. He accordingly made a trip to Europe; in returning he was shipwrecked, and reached Philadelphia after experiencing many hardships. In 1818, he married Miss Mary Sherburn.

He settled in Detroit in 1830, remained there three years, and then removed to Port Huron to take charge of Dr. Rice's steam mill on Black River. He next figured as Captain of the steamer Gen. Gratiot and sailed her a part of two seasons. He bought a large tract of land in China on the River St. Clair and permanently settled there in 1835, building a dock and store, and doing a general trading business, buying furs, etc. He was the first Senator elected from the Fifth Senatorial District of the newly admitted State of Michigan, in 1835, and has since served a number of times in the Legislature, holding the chairmanship of various important committees, always discharging his duties with credit to himself and his constituents. In 1856 he joined the Republican party and supported Fremont.

He was probably better versed in Masonry than any man in the State, and was the supposed oldest member of that order residing in Michigan. It is said that having taken all the degrees American Masonry could bestow he went to Europe and received two additional higher degrees. It is certain that he has held the third highest position in the General Grand Commandery of the United States, that of Vice Eminent Grand Captain General. The Commandery at St. Clair was named after him.

Mrs. Flora Stafford died at Point aux Trembles January 27, 1877. When about thirteen years old, her father brought her from Scotland in Lord Selkirk's colony to Canada. She was married three times respectively to Messrs. Skinner, Ainsworth and Stafford. She was married to her second husband, Captain Henry Ainsworth, then a Quartermaster in the American Army, in 1817, and spent the next two years at Green Bay, Wis., in the Government employ. Here Henry Ainsworth, Jr., was born. When an infant, he narrowly escaped death by the tusks of a wild boar, who caught him up one day when he happened to be playing outside of the blockhouse and was making for the woods. The unerring aim of an Indian, however, who happened to see the performance, brought the animal lifeless to the earth, and the child was saved. In 1821, Capt. Ainsworth purchased a farm and settled at Point aux Trembles. His house was one of the first preaching places for Methodist preachers on the River. He was a well informed, energetic man, and had he lived, would have been a valuable acquisition to the community. He died in 1824. In a few years his wife married Mr. Stafford, but in about two years was left a widow again. She survived her last husband about forty years.

John Stillson, an old citizen of Port Huron, and well known throughout the lumbering regions of the State, died at the Dexter House, Gratiot Centre, March 14, 1877.

He married Miss Lucinda Tuttle, in Middleton, Me., from which place he went to California in 1849, and was gone for three years. In 1853, he came to Michigan and resided in this city most of his time after. Lumbering and milling were his principal occupations, engaging in the latter at Brockway Centre and Wyandotte, and residing at each place a short time. His wife died in June, 1874, and in August, 1875, he married Lucy C. Cooper, sister of Isaac C. Cooper, of the Dexter House, at which place he made his home.

Marcus H. Miles died December 13, 1877. Few men have been so closely identified with the affairs of St. Clair County for the forty years preceding his death as the deceased. He was a native of New York. He arrived in this county from Skaneateles, N. Y., about 1836, coming first to Port Huron, and was in the employ of Edward Bancroft (father of Hon. W. L. Bancroft), then in business at this point. He remained here but a short time, and early in the spring of 1837, removed to Newport (now Marine City), where he engaged in mercantile business with James Robinson. He remained in Newport about two years, and was known as an enterprising, stirring citizen. He was an earnest Whig in politics, and his political activity brought him into prominence in that party, which was in the majority at that end of the county, though parties were about evenly divided in the county, the north part of which was heavily Democratic. During the last days of his residence in Newport he was Postmaster, with S. A. Jones, now of this city, as Deputy. His excellent penmanship and clerical ability made him a suitable candidate for County Clerk and Register of Deeds, which two offices were then associated together, and he was nominated for the place in 1838, being elected over Horatio James

(father of Amos James) by a vote of 405 to 370. He removed to St. Clair, the county seat, at the beginning of the year 1839, so that he might devote himself to his official duties. He was re-elected Clerk and Register in 1840, over Curtis Bellows. In 1842, he again ran for County Clerk, but was defeated by E. C. Bancroft, the county in that off year, on a light vote, giving a considerable Democratic majority. He was not candidate for the office in 1844, but entered the field again in 1846, and was defeated by a majority of three votes by Daniel Follensbee, the political complexion of the county having changed to Democratic by this time; Bingham's majority over Wisner for Congress in that year being 119. Two years later, however, Mr. Miles tested strength again with Mr. Follansbee, and carried the county by a vote of 771 to 764—a majority of seven. In 1850, he was again elected Clerk, this time over Smith Falkenbury, making four times that he was elected to that office, besides twice that he was an unsuccessful candidate.

His long service as Clerk so familiarized him with court practice that he was admitted to the bar in March, 1852, and began the practice of law. He did for some years a very considerable business in the way of conveyancing and collections, but did not seek prominence as a court advocate. In 1854, he was elected Circuit Court Commissioner over Cyrus Miles, and in 1856 Judge of Probate over Joseph P. Minne. In 1863, he entered the Eleventh Michigan Cavalry under Gen. Brown, as a Lieutenant. During nearly the entire time of his military service, he was on detached duty as Judge Advocate at headquarters, in the department of Kentucky, we believe, and gained a good reputation for efficient service in his responsible position.

The year following his return from the war, he was elected Representative from the First District, and made an efficient member in the House, serving on the Committees on State Affairs and Elections. So well did he satisfy his constituents that in the succeeding year he was elected, along with Judge Conger and Mr. Hazen, a member of the Constitutional Convention. There he served as Chairman of the Committee on Cities and Villages, and also as a member of the Committee on Counties.

In 1870, he was appointed Inspector of Customs and stationed at Toronto, where he served until the office was abolished two years ago. He proved in that position, as he had in the others he had held, an excellent officer. Collector Sanborn stated that he was one of the most faithful and efficient officers ever in the customs service. He was thoroughly familiar with his duties and performed them with the strictest fidelity and promptness. In this service, while in attending to some of the duties of the place, he met with quite a serious accident by the backing of an engine against a freight car in which he was at work. It was a severe shock to his system, and it is thought by some that it had a marked influence on his future health. Mr. Miles was married in 1841, to Miss Partridge, daughter of Asa Partridge, of St. Clair, and sister of Gen. B. F. Partridge, Commissioner of the State Land Office.

Allen Fish was born near Montreal, Canada, February 14, 1824; he died May 26, 1877. His parents were of New England birth, but removed to Canada at an early day. In the year 1836, the family came to Michigan and settled in Macomb County. In 1848, Mr. Fish removed to Port Huron, where his brother Allen had located some years before, and the two brothers entered into mercantile and lumbering business under the firm name of A. & H. Fish, which has been maintained to the present time, or nearly thirty years. Mr. Fish's greatest prominence before the public has been as an active member of the Prohibition party. He was earnest and conscientious in his support of the principles of prohibition, never swerving from it, or proposing any compromise in the hope of political preferment. In 1870, he was the candidate of the party for Governor, and again in 1872. He was active in the movement for the formation of the National Prohibition party at an early date. During the war, he acted with the Republican party.

Ralph Wadhams, whose prominent connection with public affairs at the time the State of Michigan was admitted into the Union, and earlier business interests, gave him a popularity and influence in those days which the present generation can scarcely appreciate. He was born at Goshen, Litchfield Co., Conn., in 1798, being at the time of his decease, April, 1877, in his seventy ninth year. His father is believed to have been of Dutch and his mother of English descent. When about seven years of age, his parents removed to Leicester, Livingston Co., N. Y.



In that vicinity he obtained a good normal education, and being of a business turn of mind left his father's farm to enter the store of one Nicholas Ayrault, in that vicinity, where he served an apprenticeship which fitted him for the active business of life, which he entered on arriving at manhood.

In company with one Reese, he landed at Detroit in 1823, and for several years the firm of Reese & Wadhams, general merchants, occupied the first brick store built in Detroit, on the corner of Jefferson and Woodward avenues. Detroit, at that early day, had about 2,500 inhabitants, and was the base of supplies for this portion of what is now the State.

Later, the firm became Howard & Wadhams, and a large tract of pine land, some 7,000 acres, was entered by them under the act of Congress by which it came into market, with funds furnished by the Trust Company of New York, who were secured by a mortgage. Through a subsequent assignment of Howard, Mr. Wadhams came into possession of the mortgage, and the Trust Company compromised by giving him the tract of land on Black River, which included his present estate. He also became interested in the lumbering operations that had been previously carried on by Smart, Miller & Scott, at the site of what is now Clyde Mills, where a dam and saw-mill had been built, and also other buildings and improvements made.

For several years he conducted the lumbering operations on Black River, while engaged in general mercantile trade at Detroit, going back and forth frequently. The journey was then made on the ice in the winter, and by sail boats during the season of navigation, there being no public highway to Detroit for some years after. At that time, too, Clyde Mills was considered the head of navigation on Black River.

It was not till 1829, or thereabouts, that he located permanently in this county. In 1830, he built the first grist mill at his place, and for many years thereafter his business was extensive and required the services of a large number of men.

His political influence was considerable, being, in 1832, elected Supervisor for the town of Desmond, which then included the district from Macomb to Saginaw. He was delegate to the convention which framed the constitution under which Michigan was admitted to the Union. Capt. John Clark, of China, who died last year, was the other delegate from here. Under President Jackson, he was appointed Postmaster at Clyde Mills, which office he held thirty-six years, resigning in 1874.

In spite of his business tact and energy, he failed once, and when his lumber, cattle and other assets were sold, his father came to his rescue and bid them in for him, so that he was enabled to go on and accumulate an unincumbered estate to-day worth many thousands of dollars, and comprising, among other things, fifty head of fine blooded cattle. He met with many adverse circumstances, to which men of less energy would have succumbed. The expenses required annually to keep up the dam and bridge across the river, and the damages from floods and fire, requiring his mills to be rebuilt twice, were very heavy. But Mr. Wadhams was respected by all who knew him and bore an unblemished reputation. He was a good accountant, and had a very prompt business way which conduced to success.

When Dr. Nash used to preach in the schoolhouse at Clyde Mills, he was a regular attendant upon its services, but never made an open profession of religion.

Mrs. Lydia Rix, wife of Oel Rix, was born in Genesee County, N. Y., September 23, 1814; came to Michigan with her husband in 1835-36, and was one of the first white women seen in the neighborhood of Memphis. Her death took place February 2, 1877.

Newell Avery, of Port Huron, died March 13, 1877. Mr. Avery was born in Maine October 12, 1817. His parents were poor, and he enjoyed no early advantages of education, some three months of instruction at an old-fashioned district school comprising all the privileges of this sort secured. At the age of fourteen, he hired out to labor in a saw-mill in the woods of Maine, agreeing to take whatever his employer—who seemed to doubt the capacity of the white-headed boy, who applied for work—should see fit to give. So diligent and “brandy” had the new employe become, however, before the year was out, that he was getting nearly as large wages as any of the men around the mill. This was the beginning of a remarkable business career. All his earnings were carefully treasured up, all his opportunities diligently improved, so that he soon knew the business of lumbering as then carried on in Maine to its minutest details. Soon,

with his present partner in this city, Simon J. Murphy, another poor, ambitious and hard-working young man, a small tract of pine land was bought with their joint savings, and then, with their stout arms and stouter hearts, the monarchs of the forest were felled and cut up into logs, and the product sold to the larger lumbermen. The work completed, the proceeds formed a capital for a larger investment, and thus the steady process of accumulation went on, and the two poor and friendless boys soon grew into a lumbering firm of acknowledged strength and success. A partnership was next formed with Col. Eddy, a well-known business man of Maine, and the new firm of Eddy, Avery & Co. was soon noted for its extended and fortunate transactions. The profits of their business were invested in large tracts of pine lands in Michigan at Government price, and as the forests melted away before their enterprise in the "down East" State, their acquisitions in this new Western commonwealth grew rapidly and apace. In 1851, Mr. Avery removed to this State, settling at Port Huron, and commenced the work of lumbering here, at first confining himself to the Black River in St. Clair County, but extending, as judicious management dictated, until he had come to stand at the head of enterprises which had, in a single year, put into the rivers of Michigan nearly or quite one tenth of the entire season's cut for the whole State. Large tracts of pine lands were located along all our great rivers except the Au Sable and the Manistee, his territory reaching as far north as the Cheboygan, and comprising many of the choicest portions of the Muskegon Valley on the west, the Saginaw region, of course, containing many thousands of acres of his property. In nothing was his practical wisdom more displayed than in his management of these vast interests. With rare sagacity, he would choose and associate with him men who could be relied upon to take the direction of active business operations in these different and widely separated localities, while he reserved to himself a general and supreme control—a control which no one of all his partners desired to lessen, so absolute was their confidence in his almost infallible business judgment, and his perfect justice and integrity. Thus it came to pass that he stood at the head of no less than thirteen large firms, embracing some twenty-six partners, located in Detroit, Port Huron, Bay City, East Saginaw, Alpena, Muskegon and Chicago. In 1867, Mr. Avery removed to Detroit, from which central point nearly all his large affairs have been since conducted.

David Mansfield died January 20, 1877, in his seventy-seventh year. He was among the first settlers of Memphis.

Henry Baird, whose death occurred January 20, 1877, was born in Rutherglen, Scotland, July 15, 1808. He came to this country with his father's family in the spring of 1829, accompanied by others who located on the shore of Lake Huron, about twelve miles from Sarnia, and attempted to start a colony. The project proved a failure, however, and in the following year his father purchased a farm from Andrew Westbrook, on Belle River, in the township of East China, and made of it a permanent home. Henry was a blacksmith by trade, knowing nothing about farming, but to please his father, then well advanced in life, he resolved to give up his trade and devote his energies to cultivating the farm. His mother being dead, they kept bachelor's hall until February, 1838, when Henry married Elizabeth Schriner.

Of the ten children, seven boys and three girls, born to them, only three survive. William, resident of St. Clair, and Charles F., of this city, both engaged in the practice of law; the younger, Robert B., is attending the Detroit Medical College. Of the others, three died in infancy; John, at the age of fourteen, fell from a wagon and broke his neck; Agnes died at the age of twenty-one; Henry was sacrificed on the altar of his country in the war for the Union; Theobald, who settled as a practicing physician and druggist at Marine City, died July 30, 1872, at the age of thirty.

Arch. P. Phillips died in East China April 1, 1878. He was born January 12, 1810, in the village of Fort Edward, Argyle Township, Washington Co., N. Y. When he was ten years of age, his parents moved to St. Clair and settled near the present village of Marine City. Mr. Phillips did not come with his parents, but followed them two years later. His father, Charles, and mother, Derutia, with eight other white persons and one colored man, were gathered into a class by a Methodist Episcopal clergyman who traveled in Canada and the leadership of the class was given to J. K. Smith, father of Abram Smith, of Algonac.

John Beard, whose death occurred at his residence in Clyde, June 1, 1879, was born in the

State of New York in the year 1811. His father was Ai Beard, who emigrated from Chenango County, N. Y., in the year 1830, and located at or near the present village of Ruby. His son John came with him, and James Beard, late a resident of Port Huron, came three years later. The present township of Clyde was at that time included in the township of Desmond. Ai Beard built the Beard Mill, which is still in operation, very soon after his arrival in Michigan. In 1839, his two sons, John and James, commenced lumbering on their own account, under the firm name of J. & J. Beard. John had really been a lumberman from the day of his arrival in the Territory, and continued in the business up to the day of his death, at which time he was, probably, the oldest lumberman in the State. When they first commenced business, the capital of the firm of J. & J. Beard consisted of a yoke of oxen, an old sled, a tea kettle, a frying pan, and an iron pot. They had no money, and did not own an acre of land. Their first venture was a contract to get out logs for a Mr. Cameron, of Canada.

In 1841, this energetic young business firm bought their father's half interest in the mill and lands adjoining for \$10,000 on twenty years' time. Their operations rapidly extended thereafter, and they bought thousands of acres of land in the townships of Clyde, Grant, Burtchville, Kenockee and Greenwood, as well as in other sections of the State.

Ai Beard died at Port Huron in 1851, and was buried in the city cemetery. In 1856, the firm of J. & J. Beard was dissolved, John taking the Clyde Mill and lands, and James taking the Port Huron Mill and lands in other sections of the State. From 1847 to 1853, James Beard resided in Detroit and managed a lumber yard for the firm. In the latter year, he removed to Port Huron, and ran the mill here, which, in the final division of the property, became his.

Since 1856, John Beard continued to reside at the old homestead in Clyde. He was engaged to some extent in farming operations, but never ceased to be a lumberman. He had sold thousands of acres of farming land, but at the time of his death owned between three and four thousand acres of land, the value of his property being fully a quarter of a million of dollars.

Mr. Beard was married, in the year 1839, to Miss Hannah Fick, of Long Point, Ont. There was a bit of romance about his sojourn at that place and his marriage. It was during the Patriot war, and he had commenced the construction of a mill there, when his connection with the patriots "made it so warm for him" that he was obliged to leave, abandoning his work and property.

In politics, Mr. Beard, like his father, was always a Democrat. During the war, he was extreme in his views, and became somewhat obnoxious to his more patriotic neighbors. But in every other way he was an excellent citizen, a kind neighbor and friend, and a man of liberal views. On the temperance question, he stood as firm as a rock. He never drank liquor or used tobacco, and would not sell lots in the village of Ruby except with a proviso that no liquor should be sold on them; and although a strong Democrat, he was never a politician, and never held any elective office except Street Commissioner, or something of the sort. He was Postmaster for a time during Buchanan's administration. He was not a member of any church and never belonged to any secret society, always refusing when solicited to join.

In the matter of local public improvements, Mr. Beard was always liberal and enterprising. He was the chief projector of the plank road from Port Huron to Brockway, and also the new road on the north side of Black River, now called the Stone road. Port Huron is indebted to these roads, and to Mr. Beard, for the large share of the trade and consequent prosperity they have brought it.

James Beard died at his residence in Port Huron April 30, 1882. He had been suffering for two years from some internal disease. He was a native of Green, Chenango County, N. Y., but came to St. Clair County, Mich., in his nineteenth year. He lived in the town of Clyde from 1833 till 1845; from then until 1853 he kept a lumber yard in Detroit. Since 1853, Port Huron had been his home. He was a popular man, a genial, whole-souled gentleman at all times and everywhere. It was only the requirements of his business, which engaged nearly all his time, that prevented him from receiving elective offices as evidences of the confidence and respect of his neighbors.

John Baird, an old resident of China, passed to the great beyond, after a life of contented usefulness and industry, April 28, 1881. He was born at Rathfriland, Scotland, January 27,



1802, and came to this country in March, 1829. He at first settled on the Canada shore of Lake Huron, twelve miles north of Point Edward, where he stayed but a year, when he, with Henry and James Baird settled in the town of China, thus it will be seen that he lived on one farm about fifty years. He leaves five children, his wife having been dead for some years.

Mrs. D. B. Harrington (Sarah E. Luce), one of the earliest pioneers of the city, died at Port Huron, December 2, 1881. She was a daughter of Bartlett A. Luce, who came to Port Huron in 1833 from Pittsfield, Mass., to take charge of the steam saw mill located where Mr. John Jenkinson's coal and lumber yard now is, at the north end of Seventh street bridge. Mr. Luce's family, consisting of his wife and six children, came to Port Huron three years later. They first occupied a cottage located near the mill. Subsequently they resided in the Newell house, well known in the early days of Port Huron, which was located on the ground now occupied by J. B. Farrand's boot and shoe store. Here Mrs. Harrington was married. Subsequently Mr. Luce's family lived in the Howard house on Military street, and there Mr. Luce died in 1845.

For a few years after their marriage, Mr. and Mrs. Harrington lived in the house now occupied by H. C. Sanborn, on Military street. Subsequently they occupied the present Harrington homestead, which was the home of Mr. and Mrs. Harrington during the remainder of their lives, except for the period of five years when they resided at Saratoga, N. Y.

Jonathan Burtch was born November 15, 1792, at Warren, Herkimer Co., N. Y., and lived with his parents, receiving such schooling as the generality of boys of that day received, until eighteen years of age. He then, in company with another brother, went to Chenango County, N. Y., to start a farm for their father, and stayed there over a year, when he returned to Herkimer County and followed farming and lumbering, furnishing lumber for the markets of Washington and Alexandria. In 1825, he then having been in New York City about five months, started for the West, and went by way of the Erie Canal to Buffalo. At that place, he intended to take passage on the steamer William Penn, but failing to make a satisfactory bargain with the officers of that boat, he contracted with Capt. Zimri Belden, of the schooner Mariner, for his passage to Green Bay, and started the 13th of July, 1828, and made the trip without any incident of note happening to them, or seeing anything but wilderness and water, excepting a few scattering settlements of whites and Indians. Upon looking the ground over at Green Bay, he concluded that he did not like it well enough to stay, and also that it was a little too far from home. Having arrived at this conclusion, he engaged passage on the same schooner for Desmond. In coming into the river, she ran her bow into the mud and they were some time in getting off. It being in the night and the Indians quite noisy and not knowing what accommodations there were at the place, he did not relish the idea of being set ashore, and concluded to go on down the river to "Billy Brown's," just below what is now Marine City, and did so, landing there about the 20th of September. Here he made the acquaintance of Dr. Harmon Chamberlin, well known to all the early settlers of St. Clair County. October 4, he procured the services of some Indians, who took him and his effects to Desmond in canoes. Here he began operations by purchasing an old hotel that had been used as a stable and cleaned it out, and purchased 2,000 feet of lumber of Mr. Wadlams, who was located a few miles up Black River, and inclosed his shed and commenced business as a store-keeper. This store was located on or very near the place now occupied by the First National Bank. Here he did business until the next season, when he put up a frame store (the first one in Desmond). This afterward did duty as a kitchen to the old "Central Hotel," and is still standing. In 1832, he built another store on a wharf about two rods above the bridge across Black River. Here he did business until October 4, 1834, when he moved up to what has ever since been called Burtchville, on Lake Huron, where he operated in lumber, carrying on a mill and farming. The mill was purchased of T. S. Knapp, of Detroit. He continued in business at this place until 1857, when he sold the mill, but continued farming. He was married, in April, 1833, to Elizabeth Robertson, at Desmond. Their children are Louisa, born in Desmond, February 1, 1834, now the wife of Edward Potter; Jane, born at Burtchville, April 16, 1837, now the wife of Charles Potter, living in Jeddo. Phebe, born September 20, 1843, now the wife of Dr. Walter P. Brown; Ransom, born November 23, 1847; Oliver D., born July

12, 1850; Julia, born September 11, 1853, now the wife of George Gerow; Franklin P., born St. Patrick's day, 1856. His death occurred at the residence of his daughter, Mrs. C. Potter, of Jeddo, September 22, 1881.

Asher King, an old settler of Wales, died in Custer, Sanilac County, the 7th of February, 1882, aged seventy-three years.

William Shea, aged eighty-eight years, died March 29, 1882. He had lived on his farm at Cottrellville for thirty years and was highly esteemed by all who knew him.

Teranna V. Carleton Smith, wife of William H. Smith, and daughter of Chester Carleton, of St. Clair, Mich., died in Kimball Township, June 1, 1882.

Sarah B. Carleton died in China Township May 29, 1882. Sarah Barron was born in Bath, N. H., September 28, 1799. She was reared and educated in a pleasant New England home. After her life had passed into womanhood, she chose to seek the new West with her friends. A half-century ago, she came to Michigan and began the work of a teacher. The first school organized in the city of St. Clair was opened in the old court house with Miss Barron in charge. She was one of the first teachers of Port Huron and also of Marine City. In 1834, she married Samuel Carleton, and aided in making a home near St. Clair.

Mrs. Clara St. Clair Wright, who died May 21, 1882, was a daughter of H. N. Moulson, of St. Clair. She was born on the 25th of December, 1835. Her early life was spent in St. Clair, but some time after her marriage to P. M. Wright they moved to Red Wing, Minn., and resided there for six years, and there her remains were taken for interment. Mrs. Wright was a resident of Port Huron for eighteen years, and made many friends. She was an active member of the Episcopal Church and Ladies' Library Association, and also President of the Woman's Christian Temperance Union.

Mrs. Christian Wesick died May 16, 1882, aged sixty-eight years.

Mrs. Albert Doty died on the 28th of May, 1882. The deceased was an old lady, one of the early settlers in the county.

Mrs. Lydia Geel died April 12, 1882. She belonged to that little band of pioneers and their noble helpmates who saw the St. Clair sweep by a dense forest, with here and there a wreath of smoke, a fallen tree, a canoe in the distance, the only signs of human life. She was born in Colerain, Franklin Co., Mass., in 1810, and was married in Ontario County, N. Y., in 1832, to Mr. James Geel, whom she met while on a visit to Michigan. They cleared and settled a large farm near Marysville, which was their home till after Mr. Geel's death, ten years ago. In 1865, she accompanied her husband and family on an expedition to Central America, in a small sailing vessel called the Union, owned and manned by the party. No accidents were met with further than a severe storm on the Gulf of St. Lawrence, and one off the Bermudas, but at Nicaragua the party suffered severely from fever. After arriving at New Orleans, the boat was sold, and Mr. and Mrs. Geel returned to their old home in Michigan. About this time, they became believers in Spiritualism. She leaves two sons, Cummings and Burton Geel, and a daughter, Mrs. Bates.

John Hibbard was born in North Hadley, Mass., in the year 1827. In the year 1837, he removed to Wisconsin with his family, the Territory having at that time but few inhabitants. He worked there at farming during his boyhood, and at the age of nineteen was married to a sister of Aaron Smith, of this city. Four years afterward his wife died, leaving one child, the late William B. Hibbard. Mr. Hibbard was married to the present Mrs. Hibbard in 1848, and in 1850 located at Port Huron. During all the time of his residence here, he was a prominent citizen and business man. At one time he did a large mercantile business, but was subsequently engaged exclusively in lumbering, acquiring a handsome property, which was swept away in the years of business depression following the panic of 1873. Subsequently, he was appointed commercial agent at Goderich, which position he held at the time of his death. Mr. Hibbard was elected mayor of Port Huron in 1869, and during his administration the present bridges crossing Black River were built. Subsequently, he served for several years on the Board of Public Works. He was an ardent and active Republican, and for several years was a member of the Republican State Central Committee, and its Treasurer. He was also for many years a trustee of the Congregational society of Port Huron, and one of its most liberal

supporters, although never, we believe, a member of the church. Personally, he was a man of generous impulses, and had many warm friends. His death took place in October, 1882. Mr. Hibbard had two sons, Fred and John, the former now a resident of Chicago, and the latter of Fargo, Dak. Only one of his brothers and sisters survives him—William B. Hibbard, of Chicago.

Albert Doty, a pioneer of this township, died the 18th November, 1882. For many years he was widely known as a frontier settler, and land hunters from Macomb County were entertained by him and located land with his assistance. The country for miles in those days used to be spoken of as "up at Doty's." He was kind and hospitable beyond measure. He settled on the homestead where he died forty-five years ago, and no neighbor lived within sight of his house for twenty years. He was Supervisor for many years, and leaves a large family of boys, who live in various parts of the State.

Peter Carleton, Jeremiah Carleton, Edmond Carleton and Israel Carleton, among the early settlers of St. Clair County, were the sons of Edmond Carleton of Landaff, N. H. Their mother's maiden name was Abigail Hutchins, daughter of Jeremiah Hutchins, of Bath, N. H. Edmond, was the eldest son of Peter Carleton, who was the youngest of four sons of Edward Carleton, Jr., all of whom were born, lived and died on "Carleton Place," West Parish, Haverhill, Mass. Edward, Jr., was called "Cornet" to distinguish him from the other "Edwards." Deeds of land, running to him, are found of as early date as 1705. He held a commission as Cornet of the First Company of Horse, the regiment being commanded by Col. Richard Salterstall. His commission bears date the sixth year of the reign of George I. He was the second son of Edward, Jr., (also) who lived in Haverhill, Mass., and died in 1668, who planted an orchard, the last tree of which, it is said, disappeared in 1864. He was the son of Edward Carleton who settled in Rowley, Mass., in 1638. It is said that he was one of the eight proprietors of that township. He was a member of the General Court from 1643 to 1647, when he was appointed a Public Magistrate.

Peter, the oldest of the brothers, was born in Bath, N. H., March 3, 1781. His father died when Peter was twelve years old, and he then made his home with his uncle Samuel Hutchins; was married to Susannah Reading, January 10, 1807. Came to Michigan and landed at St. Clair, October 20, 1830, lived the first winter in a house that belonged to Louis St. Barnard, that stood near the bank of St. Clair River in "Yankee Street," supporting himself and family by his labor. The next year he moved on to the "Fargo Place" in China on Belle River, some distance below the "Gallagher Mills." He next moved on to the southwest quarter of the northeast quarter, Section 11, same town, where he lived until 1848, when the old couple moved into rooms prepared for them on the farm of their son William H. Carleton, where they both died. He held several town offices, and was generally known as "Uncle Peter."

Jeremiah Carleton, the second brother, was born at Bath, N. H., July 29, 1783, was married to Susannah Emmerson, May 2, 1810, and came to Michigan in 1831, also landing at St. Clair, and settled upon the land that he converted into a farm in what is called "Yankee Street," where his wife died February 1, 1856, and he November 10, 1872.

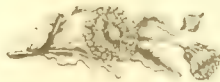
Edmond Carleton was twin brother of Jeremiah, and of course was born at the same time and place. His wife was Olive M. Barron, to whom he was married February 1, 1808. He also landed at St. Clair in 1831, and settled on the place where he lived nearly all the rest of his life, a few years being spent in St. Clair City, and finally dying in Troy, Ohio, December 19, 1872. He held several offices, at one time that of Associate Judge.

Israel Carleton, the youngest brother, was born in March, 1788. His wife was Nancy Deming. He landed at St. Clair in 1830, and settled on the place where he died, March 3, 1857. After his marriage and previous to his coming to St. Clair he was Sheriff of Grafton County, N. H. In 1824 he moved to Stillwater, N. Y. In coming to Michigan he, as well as the others, came by the way of the Erie Canal and across Lake Erie, at that day a long journey compared to the same now. He built a tannery, the first on the River St. Clair; was Justice of the Peace several years. While all the brothers were called "Uncle" he was also called "Deacon." The brothers were brothers in truth, always agreeing and always friendly. They resembled each other very much in character, all being very regular in their habits, proverbially honest, chari-



table in all ways, asking nothing for themselves that they were unwilling to accord to others, always commanding the respect of all who knew them. Their children, grandchildren and great-grandchildren are a very numerous race, much too large to be all noticed here, but nearly a complete list with places and dates of births, marriages and deaths, with a short sketch of the life of each, whenever it could be obtained, has been collected together by M. F. Carleton, one of the grandchildren of Peter, which as an heirloom is of inestimable value, being quite a volume, when fully completed, of itself.

The incidents connected with the early settlement of St. Clair County are the old stories of hardships and privations, not unmingled with pleasure. Then, each man regarded his neighbor as a brother, and was willing to share with him the comforts and luxuries of a pioneer life. If a deer was killed, or other luxury obtained, to pass it around was generally the first thought and act. All were actuated by a common interest—that of building up homes—and to this lay the foundation of future prosperity. When we remember that where is now the thriving village, or the fields of the husbandmen, but a few years previous was the home of the Red Man, covered with sturdy oaks of an hundred years, we are led to inquire, by what process has this wonderful change been wrought? It will be seen, however, that most of the pioneer settlements of this county were made less than sixty years ago, and from so small a beginning has grown this prosperous community. In that time the Indian has disappeared. The land which he had inherited from a long line of savage ancestors, has passed from his possession. Civil and savage life could not exist together. The Darwinian theory of the survival of the fittest prevailed. His game was fast disappearing before the unerring rifle of the pioneer, and he was destined once again to turn his face toward the setting sun, and seek a new hunting ground, amid the wilds of the West, beyond the great chain of lakes, where the foot of the roving pale face had never trod. The tide of immigration had set this way, and on every hand were the crusaders of a new civilization. On every side, on bluff and in valley, could be heard the sturdy blows of the pioneer, as he felled the oaks for his rude cabin, or cleared the fields for the golden harvest, and there laid with honest hand the foundation of success. The list of deceased old settlers shows them to be fast passing away; very few remain.



## ORGANIC HISTORY.

PREVIOUS to the formation of the Northwestern Territory, the country within its bounds was claimed by several of the Eastern States, on the ground that it was within the limits indicated by their charters from the English Crown. In answer to the wishes of the Government and people, these States in a patriotic spirit surrendered their claims to this extensive territory, that it might constitute a common fund to aid in the payment of the National debt. To prepare the way for this cession, a law had been passed in October, 1780, that the territory so to be ceded should be disposed of for the common benefit of the whole Union; that the States erected therein should be of suitable extent, not less than one hundred nor more than one hundred and fifty miles square; and that any expenses that might be incurred in recovering the posts then in the hands of the British should be reimbursed. New York released her claims to Congress March 1, 1781; Virginia, March 1, 1784; Massachusetts, April 19, 1785, and Connecticut, September 4, 1786. Under the French and British dominion, the points occupied on the eastern boundary of what is now the State of Michigan were considered a part of New France, or Canada. Detroit was known to the French as Fort Pontchartrain. The military commandant, under both Governments, exercised a civil jurisdiction over the settlements surrounding their posts. In 1796, when the British garrisons at Detroit and Mackinac were replaced by detachments by Gen. Wayne, Michigan became a part of the Northwestern Territory and was organized as the county of Wayne, entitled to one Representative in the General Assembly, held at Chillicothe. In 1800, Indiana was made a separate Territory, embracing all the country west of the present State of Ohio, and of an extension of the western line of that State due north to the territorial limits of the United States. In 1802, the Peninsula was annexed to the Territory of Indiana, and, in 1805, Michigan began a separate existence. That part of the Territory that lies east of a north and south line through the middle of Lake Michigan was formed into a distinct government, and the provisions of the ordinance of 1787 continued to regulate it. Under this constitution, the executive power was vested in a Governor, the judicial in three Judges, and the legislative in both united; the officers were appointed by the General Government, and their legislative authority was restricted to the adoption of laws from the codes of the several States. This form of government was to continue until the Territory should contain 5,000 free white males of full age. It then became optional with the people to choose a legislative body, to be supported by them, but subsequent legislation by Congress more liberally provided a Legislature at the expense of the General Government, and also added to privileges in the elective franchise and eligibility to office; as, for example, under the ordinance a freehold qualification was required, both on the part of the elector and the elected.

The first officers of the Territory of Michigan were William Hull, Governor; Augustus B. Woodward, Chief Judge; Frederick Bates, Sr., Assistant Judge and Treasurer; John Griffin, Assistant Judge; Col. James May, Marshal; Abijah Hull, Surveyor; Peter Andrain, Clerk of the Legislative Board. May 5, 1807, Joseph Watson was appointed Legislative Secretary; in November, 1806, Elijah Brush was appointed Treasurer, to succeed Mr. Bates, and the books of the office were delivered over on the 26th of that month, and William McDowell Scott was appointed Marshal in November, 1806, to succeed Col. May. The latter never held the office of Judge of the Territory, but about 1800 to 1803, he was Chief Justice of the Court of Common Pleas. Augustus Brevoort Woodward was a native of Virginia; was appointed a Judge of the Territory in 1805, his term of office expiring February 1, 1824. He was soon afterward appointed Judge of the Territory of Florida, and three years after that he died. The grand scheme of "Catholepistemiad," or State University of Michigan, with its numerous departments described under sesquipedalian names from the Greek, owed its origin to Judge Woodward. John Griffin was appointed Assistant Judge in 1807, his term of office expiring February 1, 1824, when he was re-appointed for four years, and, February 1, 1828, he was appointed Territorial Secretary.

When, in 1818, Illinois was admitted into the Union, all the territory lying north of that State and of Indiana was annexed to Michigan. In 1819, the Territory was authorized to elect a dele-

gate to Congress, according to the present usage with reference to Territories, previous to this time, according to the ordinance of 1787, a Territory was not entitled to a delegate until it entered upon the "second grade of government," and the delegate was then to be chosen by the General Assembly.

In 1823, Congress abolished the legislative power of the Governor and Judges, and granted more enlarged ones to a council to be composed of nine persons selected by the President of the United States from eighteen chosen by the electors of the Territory, and by this law, also, eligibility to office was made co-existent with the right of suffrage as established by the act of 1819; also the judicial term of office was limited to four years. In 1825, all county offices, except those of a judicial nature, were made elective, and the appointments which remained in the hands of the executive were made subject to the approval of the legislative council. In 1827, the electors were authorized to choose a number of persons for the legislative council, which was empowered to enact all laws not inconsistent with the ordinance of 1787. Their acts, however, were subject to abolishment by Congress, and to veto by the Territorial executives. When Gen. William Hull arrived at Detroit to assume his official duties as Governor, he found the town in ruins, it having been destroyed by fire. Whether it had been burned by design or accident was not known. The inhabitants were without food and shelter, camping in the open fields; still they were not discouraged, and soon commenced rebuilding their houses on the same site. Congress, also, kindly granted the sufferers the site of the old town of Detroit and 10,000 acres of land adjoining. A Territorial militia was organized, and a code of laws was adopted similar to those of the original State. This code was signed by Gov. Hull, Augustus B. Woodward and Frederick Bates, Judges of the Territory, and was called the "Woodward Code."

At this time, the bounds of the Territory embraced all the country on the American side of the Detroit River, east of the north and south line through the center of Lake Michigan. The Indian land claims had been partially extinguished previous to this period. By the treaty of Fort McIntosh, in 1785, and that of Fort Harmar in 1787, extensive cessions had been either made or confirmed, and, in 1807, the Indian titles to several tracts became entirely extinct. Settlements having been made under the French and English Governments, with irregularity or absence of definite surveys and records, some confusion sprang up in regard to the titles of valuable tracts. Accordingly, Congress established a Board of Commissioners to examine and settle these conflicting claims, and, in 1807, another act was passed, confirming, to a certain extent, the titles of all such as had been in possession of the lands then occupied by them from the year 1796, the year of the final evacuations by the British garrisons. Other acts were subsequently passed, extending the same conditions to settlements on the upper lakes.

The territory known as St. Clair County in 1821 formed the township of St. Clair, of Wayne County, up to 1818, when it was attached to the newly organized county of Macomb. Within a few years the settlers of this township sought a county organization, and before the spring time called them to their fields again, they had established for themselves a county and a county government. The action of the Legislative Council and State Legislature in regard to the townships of Macomb, is reviewed in the following acts and summarization of acts:

#### ST. CLAIR TOWNSHIP

The act of the Legislative Council, approved January 5, 1818, provided that "the district beginning at the opposite shore of the River Huron, including the shore, and running along the shore of Lake St. Clair, to the mouth of the River St. Clair, and along said river to Fort Gratiot, and extending in the rear as aforesaid, shall form one township, and be called the township of St. Clair."

#### OLD COURT HOUSE GROUNDS

The following is a copy of deeds, etc., etc., connected with the conveyance of the old court house grounds at the village of Palmer to the county for public purposes:

JAMES FULTON, of HANNAN TOWNSHIP,

To LEWIS CASS, Governor.

Received for Record this 5th day of June, A. D. 1822, at 4 o'clock P. M.

JAMES T. HENRY, Clerk.

This deed, made the 28th day of March, one thousand eight hundred and twenty, by James Fulton to Lewis Cass, Governor of the Territory of Michigan and his successors in office, Governors



of said Territory of Michigan for the use of the county of St. Clair in the Territory aforesaid, witnesseth: that the said James Fulton, of the town of St. Clair, in consideration of one dollar to him in hand paid, and for other good causes and considerations, him thereunto moving, has given him, granted, sold and conveyed, and by these presents does give, grant, sell, convey, and confirm unto the said Lewis Cass, Governor of the Territory of Michigan, and his successors in office, Governors of the said Territory, for the use of said county of St. Clair forever, all that certain lot or parcel of ground situated, lying and being in the town of St. Clair, aforesaid, bounded as follows, to wit: Northwardly by Brooks street, eastwardly by Second street, southwardly by Park street, and westwardly by Third street, and which lot of ground is one hundred and eighty feet square; and also one other square or parcel of ground situated, lying and being in the town of St. Clair, aforesaid, divided into six lots, numbered eleven, thirteen and fifteen, are bound in front and southwardly by Park street, westwardly by Fifth street, and eastwardly by Fourth street and the remaining three of said lots, numbered eleven, thirteen and fifteen, are bounded in front and northwardly by Brooks street, eastwardly by Fourth street, and westwardly by Fifth street; and each of which said lots last mentioned are bounded in the rear by, and adjoin those of corresponding numbers first described in this last square or parcel of ground, to have and to hold the said lots, squares and parcels of ground with their appurtenances to the said Lewis Cass, Governor of the Territory of Michigan, his successors in office, Governor of said Territory, for the use of the county of St. Clair forever; provided, nevertheless, that the Commissioners of said county of St. Clair, or any officer or officers by whatever name or names he or they may be called, who shall hereafter be invested with or required by law to do the duty of the said Commissioners, shall be and are hereby authorized to sell three of said lots situated in the square last described in this Deed, at their discretion, and apply the proceeds thereof to the erection or completion of public buildings for the said county.

In witness whereof I have hereunto set my hand and seal the day and year above written.

JAMES FULTON. [Seal.]  
HANNAH FULTON. [Seal.]

Signed, sealed and delivered in presence of us.

MELVIN DORR.  
JAMES A. DOTY.

TERRITORY OF MICHIGAN, Wayne County—ss.

Be it remembered that on this twenty-eighth day of March, one thousand eight hundred and twenty, personally came before the undersigned, a Justice of the county of Wayne, James Fulton, who acknowledged he had executed the foregoing Deed for the purpose therein contained and expressed.

Certified under my hand at the city of Detroit, the day and year above written.

J. A. DOTY, *Justice of the Peace.*

TERRITORY OF MICHIGAN, County of Macomb—ss.

Personally came before me the undersigned, one of the Justices of the Peace in and for the county aforesaid, Hannah Fulton, wife of the aforesaid James Fulton, who being examined privily and apart from her husband, did declare that she had freely and willingly sealed and delivered the foregoing Deed for the purposes therein named, and wishes not to retract it, and causeth that it may be recorded.

Given under my hand at St. Clair, in the county and Territory aforesaid, this ninth day of December, Anno Domino eighteen hundred and twenty.

JOHN H. SMITH, *Justice of the Peace.*

#### MACOMB COUNTY ERECTED.

A petition was presented to Gov. Cass, signed by a number of the inhabitants of the Territory, requesting that a new county may be laid out therein, which was responded to as follows:

Now, therefore, believing that the establishment of such county will be conducive to the public interest and to individual convenience, I do, by virtue of the authority in me vested by the ordinance of Congress, passed the 13th day of July, in the year of our Lord one thousand seven hundred and eighty-seven, entitled "An ordinance for the government of the Territory of the United States Northwest of the River Ohio," lay out that part of the said Territory included within the following boundaries, namely: Beginning at the southwest corner of Township number one, north of the base line (so called), thence along the Indian boundary

line north to the angle formed by the intersection of the line running to the White Rock upon Lake Huron, thence with the last mentioned line to the boundary line between the United States and the British Province of Upper Canada, thence with the said line southwardly to a point in Lake St. Clair due east from the place of beginning, thence due west to the eastern extremity of the said base line, and with the same to the place of beginning, into a separate county, to be called the county of Macomb.

And I do hereby appoint William Brown, Henry T. Hunt, and Conrad Ten Eyck, Esquires, Commissioners for the purpose of examining the said county of Macomb, and of reporting to me where it is the most eligible site for establishing the seat of justice thereof.

And I do constitute the said county a district for the purposes required by the act entitled "An act to adjust the estates and affairs of deceased persons, testate and intestate, and for other purposes," passed the 19th day of January, one thousand eight hundred and eleven.

In testimony whereof I have caused the great seal of the said Territory to be hereunto affixed, and have signed the same with my hand. Given at Detroit this 15th day of January, in the year of our Lord one thousand eight hundred and eighteen, and of the independence of the United States of America the forty-second.

LEWIS CASS.

By the Governor

WILLIAM WOODBRIDGE, *Secretary of Michigan Territory.*

Prior to that date Macomb County was attached to the Judicial District of Huron, and its limits embraced the present counties of Oakland, St. Clair, Lapeer and several other more Northern counties. The county seat was established at Mt. Clemens, where it has remained to this day. On the organization of the county, the Governor by commission under the great seal of the Territory appointed the following officers: We give the names of the persons appointed, the dates of the appointments, and the titles of the offices. 1818, January 20—Christian Clemens, Chief Justice; Daniel LeRoy and William Thompson, Associate Justices; John Stockton, Clerk of the Court of General and Quarter Sessions; Conrad Tucker, Justice of the Peace; Elisha Harrington, Justice of the Peace; Ignace Moross, Coroner; John Connor, Constable; Rufus Hatch, Justice of the Peace; February 9, Daniel Leroy, Justice of the Peace; Francis Labadie, Justice of the Peace; John K. Smith, Justice of the Peace. June 22—John Connor and John B. Petit, Commissioners. August 13, James Robinson, Constable; Benoit Tremble, Supervisor of Harrison; November 3, Daniel LeRoy, Judge of Probate; John Stockton, Register of Probate; December 12, John Stockton, Justice of the Peace. 1819, January 4—Ezra Prescott, Prosecuting Attorney.

#### ESTABLISHMENT OF ST. CLAIR COUNTY

WHEREAS, The inhabitants residing within that part of the Territory included within the county of St. Clair, as the same was laid off by an act of the Governor of this Territory, bearing date the 28th day of March, 1820, have requested that the same should be organized:

*Now, therefore*, I do, by virtue of the provisions of the ordinance of Congress, of July 13, 1787, determine the limitation of said act of the Governor of this Territory, and I do hereby declare the inhabitants thereof henceforth entitled to all the rights and privileges to which, by law, the inhabitants of the other counties of this Territory are entitled.

And I do further declare, that the seat of justice of the said county, in conformity with the report of the Commissioners appointed for that purpose, is temporarily established at the town of St. Clair, and that as soon as the building, contracted to be built by the proprietor of the said town, for a court house and gaol, is completed agreeably to contract, the seat of justice of the said county shall be permanently established at the town of St. Clair.

In testimony whereof, I have caused these letters to be made patent, and the great seal of the said Territory to be hereunto affixed. Done at the city of Detroit, this 8th day of May, A. D. 1821, and of the independence of the United States the forty-fifth.

LEWIS CASS.

By the Governor:

WILLIAM WOODBRIDGE, *Secretary of the Territory of Michigan.*

#### A PROCLAMATION

WHEREAS, A petition has been presented to me, signed by a number of the citizens of the said Territory, requesting that the boundaries of a new county and the seat of justice thereof may be established by an act of the Executive, which shall not take effect until the arrival of a period when its population may require such a measure;

*Now, therefore*, Believing that a compliance with this request will have a tendency to increase the population of such part of the Territory as may be included within these boundaries, and to prevent those difficulties which sometimes arise from the establishment of counties, when the settlements are formed and conflicting opinions and interests are to be reconciled, I do, by virtue of these presents, and in conformity with the provisions of the ordinance of Congress of July 13, 1787, lay out that part of the said Territory included within the following boundaries, viz.: Beginning at the southeast corner of Township 3 north, Range 14 east; thence north to the northeast corner of Township 4 in the same range; thence west to the county of Oakland; thence north to the northeast corner of Township 6 north, and Range 11 east; thence west to the Indian boundary line, as established by the treaty of Detroit November 17, 1807; thence north with the same, north and northeasterly to the boundary line between the United States and British Province of Upper Canada;

thence with the said boundary line southwardly, to a point due south from the place of beginning; and thence to the place of beginning, into a new county, to be called the county of St. Clair. And I do, in conformity with the report of the Commissioners appointed for that purpose, establish the seat of justice of the said county at the town of St. Clair. And I do further declare, that this proclamation shall take effect and be in force after the same shall be so declared by the Governor of the said Territory, or other competent authority therein, for the time being, and not sooner.

In testimony whereof, I have caused these letters to be made patent, and the great seal of the said Territory to be hereunto affixed. Done at the city of Detroit this 28th day of March, A. D. 1820, and of the independence of the United States the forty-fourth.

LEWIS CASS.

By the Governor:

WILLIAM WOODBRIDGE, *Secretary of Michigan Territory.*

#### THE DIVISION OF THE COUNTY INTO TOWNSHIPS

The following is a copy of the proclamation issued by Gov. Lewis Cass, March 17, 1823:

¶ WHEREAS, The Commissioners of the county of St. Clair have recommended admission of the said county into townships; now, therefore, in conformity with the ordinance of Congress of July 13, 1787, I do hereby establish the following townships in the said county of St. Clair, namely:

The township of Plainfield to be bounded as follows: Beginning on the border of the River St. Clair, at the north line of land, belonging to the heirs of Alexander Harrow, deceased, thence northwesterly along said line to the northeast corner of Section No. 28; thence along the north line of Sections No. 28, 29, 30 and 25, to the border of Lake St. Clair; thence southerly until it intersects the boundary line between the United States and Upper Canada; thence northeasterly along said boundary line to a point due east from the place of beginning; thence west to the place of beginning.

The township of Cottrellville, to be bounded as follows: Beginning on the border of the River St. Clair, at the south line of land belonging to James Fulton, Esq.; thence westerly along said line to the northeast corner of Section No. 12, in Town No. 4, and Range No. 16 east; thence west to the boundary line of said county; thence south along said boundary line to Lake St. Clair, thence easterly along the border of Lake St. Clair, till it intersects the north line of the township of Plainfield, and continuing easterly along the north line of said township to the border of the River St. Clair; thence northeasterly along the border of said river to the place of beginning.

The township of St. Clair to include all that part of said county, north and northwest of the township of Cottrellville.

In testimony whereof, I have hereunto set my hand and caused the great seal of the said Territory to be affixed at Detroit this seventeenth day of March, in the year of our Lord one thousand eight hundred and twenty-three, and of the independence of the United States the forty-seventh.

By the Governor:

LEWIS CASS.

WILLIAM WOODBRIDGE, *Secretary of Michigan*

Appended to the original document is the following certificate

These are to certify to all whom these presents may concern, that the foregoing instrument of writing is a true copy of a proclamation of His Excellency, Lewis Cass, Esq., Governor of said Territory, this day deposited of record in my office, and also that it further of record appears that His Excellency, the Governor aforesaid, by his executive act in the premises, bearing even date with the proclamation aforesaid, and this day also deposited of record in my said office, hath further directed, ordered, and decreed, that all commissions whatsoever at the date of these presents in force, appointing any person or persons whomsoever, to be Supervisors in and for said county of St. Clair, or any part or parts thereof, shall be from the date of these presents, and the same accordingly are revoked, annulled, superseded and avoided.

In testimony of the premises I have hereunto set my name and affixed hereto the great seal of said Territory at Detroit, this 17th March, 1823.

WILLIAM WOODBRIDGE, *Secretary of Michigan.*

John S. Fish, appointed Supervisor for the township of Plainfield; Andrew Westbrook, appointed Supervisor for the township of Cottrellville; David Oakes, appointed Supervisor for the township of St. Clair. Appointed March 17, 1823.

WILLIAM WOODBRIDGE.

#### FIRST COUNTY SEAT WAR!

St. Clair County was organized as a county May 8, 1821, by proclamation of the Governor, in whom and the Judges, up to that time and for two years later, was vested the Legislative power of the Territory. This was sixteen years after the Territory of Michigan was constituted, in the eighth year of Gov. Cass' administration, and two years after the Territory was authorized by act of Congress to send a delegate to that body. St. Clair County then included what is now Sanilac County, and though it covered an area of fully 1,500 square miles, upon its organization was all treated as one township. The whole population of the county at that time probably did not exceed eighty families, settled mostly along the river below St. Clair.

When the county was organized, the seat of justice was temporarily located at St. Clair, where there were at that time half a dozen houses. The first County Commissioners were Andrew Westbrook, John K. Smith and George Cottrell. Their clerk was John Thorn and the first Sheriff was



James Wolverton. The first prosecuting attorney was probably George A. O'Keefe who is recorded as receiving \$5 for services at the January term of court of 1823.

The Commissioners held their first meeting of which there is any record June 4, 1821, on which day they ordained what property should be assessed for taxation, the same being enumerated as follows: "Improved lands, wild lands, orchards, buildings, distilleries, grist mills, saw mills, horses three years old or upwards, horses two years old and not three years, oxen, cows, young cattle two years old and not four years, hogs one year old, household furniture, callashes, carrialls, wagons, carts, gold watches, silver watches, brass clocks and wooden clocks." Joseph Minnie was at this meeting appointed to assist Sheriff Wolverton as assessor. These two levied the first assessment, their returns were accepted August 29 of that year, and each was allowed \$4 for his services. The amount estimated for county expenses the first year was \$100, by which it will be seen there was not much opportunity for jobbery in those primitive days. And out of this had to be paid the wolf bounties, which it was one of the first acts of the Commissioners to offer, at the rate of \$2 each for scalps of wolves over six months old, and \$1 for the capillary adornment of those of more tender age—the same being increased the next year to \$2.50 and \$1.25 each respectively.

At their meeting, March 4, 1822, the Commissioners divided the township into three road districts, as follows: No. 1 embraced what is now the town of Clay; No. 2, Cottrellville, East China, Ira and all excepting the north tier of sections of Casco and China; No. 3, the residue of the county. The Commissioners then resolved that John S. Fish be required to do the duties of Supervisor of District No. 1; Joseph Minnie of No. 2; and Lewis St. Bernard of No. 3. They also

*Resolved*, That as soon as practicable this division be submitted to his Excellency the Governor, in order that each district may be incorporated into a separate township, to be called and known by the following names, viz: District No. 1 to be named Plainfield, District No. 2 to be named Cottrellville, and District No. 3 to be called St. Clair; and further, that the persons required to do the duty of Supervisors in districts may be appointed Supervisors in their respective townships.

As stated above, the county was organized in 1821. The question of organization had been agitated the year previous, if not as early as 1819, and the Governor petitioned to grant an organization, and locate the seat of justice at St. Clair.

Accompanying this petition for organization was a bond given by James Fulton and William Thorn for the erection of a court house and jail; the gift of a piece of ground 180 feet square on which the buildings were to be erected, and "an acre of ground for a burying ground." And it was upon these conditions that the county was organized, and the seat of justice temporarily located at St. Clair. Messrs. Fulton and Thorn (the latter we suppose signed the bond as surety) failed to comply with their agreement and did not erect the court house, as covenanted, and several years passed before the county had a court house, court meantime being held in Mr. Fulton's house. October 26, 1821, Mr. Fulton contracted with the Commissioners for the erection of a building which was immediately built, and formally denominated by the Commissioners at their meeting December 10, 1821, as "the Common Jail of the County of St. Clair until such time as the Commissioners shall otherwise direct." Mr. Fulton received for building this bastille, which must have been of colossal proportions and great strength, the sum of \$35—and Andrew Westbrook furnished the hinges and bolts for the sum of \$6.62—or at the rate of 25 cents per pound. This jail stood immediately in the rear of Mr. Fulton's residence. That the seat of justice should remain at St. Clair was not wholly satisfactory to the people in the lower part of the county, that portion containing more settlers whose convenience and property interests would be better subserved by having the county seat further south. Samuel Ward, uncle of the late Capt. E. B. Ward, of Detroit, and Samuel Ward, of St. Clair, had come to Newport, or what is now Marine City, in 1820, and was carrying on a considerable business at this point. He and the people of that region clamored for a removal of the seat of justice and began a county seat war which continued for nearly half a century with scarcely a cessation, though with changing phases. This faction seized upon Mr. Fulton's failure to comply with the conditions of his bond as an additional reason why the seat of justice should be taken from St. Clair, and besieged Gov. Cass and the Territorial Legislature with petitions. So much of a stir was caused, in fact, that three Commissioners, Thomas Rowland, Charles Noble and John Burbank were appointed to investigate the subject and report to the Territorial Legislature on the feasibility of such removal, and a vote of the people was ordered on the question, so that the popular preference might be arrived at.

Some of the original documents connected with that contest, and the early history of the county, have come into our possession, and believing that they will be of interest to our readers—

we give herewith printed transcripts. Notwithstanding they are over half a century old, they are in a good state of preservation. The first is the written report of a majority of these Investigating Commissioners made to the Governor and Legislative Council, January 19, 1825, which reads as follows:

TO THE HONORABLE, THE GOVERNOUR AND LEGISLATIVE COUNCIL OF THE TERRITORY OF MICHIGAN:

We the Undersigned Commissioners appointed under and by virtue of an act of your Honourable body, to enquire into the expediency of removing the seat of Justice of the County of St. Clair beg leave to Report:

That in Obedience to the provisions of said act, we caused the Commissioners of the County of St. Clair to be notified that we should assemble at the present Seat of Justice of Said County on the 15th Novr. last past, and that said County Commissioners did agreeably to the provisions of said Act post up notice of the same in each of the townships of said County. And further did notify the inhabitants of said County that at the time and place aforesaid the sense of the majority would be taken as to the Expediency of the removal of the Seat of Justice from its present location.

That We the undersigned being a majority of the Commissioners appointed by your honourable body did meet at the Seat of Justice of St. Clair County on the fifteenth day of November last when the Commissioners of the County in our presence proceeded to ascertain the sense of the majority, and it was found on counting the votes that the majority were opposed to the removal as will be seen by a certified Poll list returned herewith.

We have the honour further to report that we have examined the situation of the present County seat and the particular contract entered into with the Executive respecting the same, and find that the Condition of a Bond entered into by James Fulton the Original Proprietor with the Governor for the erection of a building of certain dimensions therein described, has not been Complied with, but that proposals in writing have been handed to us by Thomas Palmer and David C. McKinstry, Stipulating on their part to fulfill the Condition of the aforesaid Bond, together with some additional donations for the benefit of the County, more fully set forth in the written proposals of the said Palmer and McKinstry which accompany the report marked "A."

We have also rec'd a subscription of sundry inhabitants of said County Stipulating to pay the sums severally annexed to their names, for the building of a jail and Court house in said County, provided the County Seat be established at any place between certain points therein designated, which Subscription accompanies this report marked "B."

We have further to report, that after a diligent examination of the several sites pointed out to us and a general view of the County from actual observation and such other means of information as were accessible to us, We are of opinion that the present location is the most eligible one that can be made, either as it respects the present or future prospects of the County; And We are therefore decidedly of the opinion that it would be inexpedient to remove the Seat of Justice from its present location, provided the engagements with the public made by the proprietors are promptly and punctually complied with: As a preliminary step to which we would recommend to your honourable body that measures be taken to have a Plan of the Town recorded at the County Seat: a measure which is so obviously necessary but which by some strange inadvertency has been hitherto neglected.

Given under our hands at the city of Detroit the nineteenth day of January, in the year of our Lord one thousand eight hundred and twenty-five.

THOMAS ROWLAND.  
CHAS. NOBLE.

As will be seen by the above report, the result of the election was against the removal of the county seat, though we regret that that certified poll list is lost. Their defeat does not seem to have disheartened the advocates of removal, for three days after this election they began the circulation of a subscription paper to pledge the construction of county buildings, if the seat of justice should be located at Newport. That paper was circulated all over the county, Mr. John S. Fish being the party employed to "work up" the movement, but he was able to obtain but few signers except among residents below St. Clair. Mr. D. B. Harrington stated that he remembers distinctly Mr. Fish's efforts in the upper part of the county and how unsuccessful they were, for even then some of the residents hereabouts foresaw the manifest destiny of the county seat. The paper is a curiosity in its way and we re-produce it—as nearly a *fac simile* as we can in type—as follows:

We the subscribers do agree to pay the amounts annexed to our respective names either in labor, produce, materials or cash at our own option to the person or persons who may be authorized to receive sd subscriptions, for the purpose of building a court House and Gaol in the County of St. Clair, provided the seat of justice should be established on or near the shore of the river St. Clair at any point betwixt the house now occupied by William Gallagher and Thomas Fargo and owned by Major Baker of the U. S. army and the lower line of the farm lately occupied by the widow of the late Moses Birdsell.

ST. CLAIR, November 18, 1824.

NAME.	AMOUNT	REMARKS	WITNESSES
Eber Ward .....	\$ 10	Material for Building	
his			
Louis x Mini .....	4	Labor .....	E. Ward
mark			
Henry Robertson.....	4	Laber.	
John S. T. ....	40	Grane.	
Joseph Mini .....	10	Grane.	
George Cottrell.....	10	Grain.	
Henry Cottrell.....	20	Grain.	
Samuel Ward .....	200	Glass nails and lumber; and if the Court House should be put on my farm the addition of sixteen town lots to actual settlers, and half an acre of Land for the use of the County for the purpose of erecting a court house jail and other public buildings.	
		Samuel Ward.	
his			
Joan x Bts Yax Sen .....	4 00	Labour or grain.....	H. Cottrell.
mark			
James Robertson.....	5 00	in Grain.	
his			
François x Biorage.....	1 50	Labour.....	H. Cottrell.
mark			
his			
David x Robertson.....	5 00	Labor & Grain.....	H. Cottrell.
mark			
his			
James x Leson.....	6 00	Labor & Grain.....	H. Cottrell.
mark			
his			
Reuben x Babcock.....	2 50	Labor.....	H. Cottrell.
mark			
Stephen Trembell (?). .....	5	Labor .....	John S. Fish.
his			
Francis x Chortie .....	2	Grane .....	John S. Fish.
mark			
his			
Louis x Cochois.....	2 00	Labour.....	H. Cottrell.
mark			
his			
François x Duchene.....	5 00	Labour .....	H. Cottrell.
mark			
his			
Michel x Duchene, Sen. ....	3 00	Labour.....	H. Cottrell.
mark			
his			
John Bt x Petit .....	3 00	Grane.....	John S. Fish.
mark			
David Cottrell .....	15 00	Grane and Labor	
Lambert Beaubien .....	10 00	Grane or labor.	
John Robertson .....	5	Grane.	
his			
Nicholas x Hoffmaster. ....	12 00	grane or labor.....	John S. Fish.
mark			
his			
Charles x Seur.....	1	grane .....	John S. Fish.
mark			
his			
Louis x Chortie .....	10	grane or labor.....	John S. Fish.
mark			
George Harrow .....	5	grane or labor. ....	John S. Fish.
S. B. Grummond .....	5	grane or work.	
Jno Harrow .....	6	grane or work.	
Seth Taft .....	5	Laber.	



NAME.	AMOUNT.	REMARKS.	WITNESS.
his Charles x Chortie .....	10	grane.....	John S. Fish.
mark his Stephen x Chortie.....	4	grane or labor.....	John S. Fish.
mark James Courtright, Sen.....	10	grane or labor.	
his James x Courtright .....	5	grane or labor.....	John S. Fish.
mark Aescl Ahoal (?).....	5	grane.	
Isaac Cass.....	3 00	Labour.	
L. Bt. Cochois.....	4	grain.	
his Wm. x J. Hill.....	5	grane .....	John S. Fish.
mark John Brown .....	5	grane.	
James Gallagher.....	5	Laybour.	
his John Bt x Gena.....	10	labor .....	John S. Fish.
mark Jacob Grant.....	10	grane.	
Fn Harsen .....	15	grane.	
Wm. Harsen .....	10	work.	
Nancy Stewart.....	20	Produce.	
Lewis T. Buchanan .....	10	produce and labour.	
George Settle.....	3	produce.	
Thomas Fergo .....	5	produce.	
Wm. Gallagher.....	10	Produce.	
H. & B. Hinckley.....	20	Labour.	
his B. x Knapp.....	8	Labour.....	H. B. Hinckley.
mark his H. x Cawel.....	5	Labour.....	H. B. Hinckley.
mark Michiel Duchene, Jun.....	8	grane.....	John S. Fish.
his Dominique x Mini.....	11	grane.....	John S. Fish.
mark Thomas Clark .....	5		
Baptiste Nantay.....	50	cent grane.	
John Flynn.....			
his Mithchell x Yax .....	3 00	in labor.....	Samuel Ward.
mark his Joseph x Yax.....	2 00	in labor.....	Samuel Ward.
mark George Mier.....	5	laber.	
his Lewis x Latissch .....	1 00	grain.	
mark Charles Cashlary.....	4 <sup>c</sup> 00		
W. & Beach .....	10 00	in hats.	
L. Campeau.....	10 00		

The amount subscribed above, foots up \$637.50, of which Samuel Ward, the prime mover in the removal scheme as will be seen, contributed much the largest single subscription. This subscription seems to have failed in its desired influence on the special Commissioners, for they reported against any change in the county seat and the proposals of Thomas Palmer and McKinstrey, prompted of course by a desire to prevent removal, were accepted by the Legislative Council, and the petitions for removal were denied. These proposals were as follows:

DETROIT, December 24, 1824.

GENTLEMEN. We, the undersigned, offer the following proposals on condition that the seat of justice for the County of St. Clair be established where it is now located, viz:—We agree to fulfill the condition of a certain bond given by James Fulton and Wm. Thorn to Gov. Cass condition'd for the erection of a Court House and Jail and a ps of ground of 180 feet square, which ps of ground is more particularly described in a plan of the town of St. Clair, which ps of ground has been deeded to the sd County on which the sd buildings are to be erect'd; also it is further understood in sd bond that there was an acre of ground to be deeded near sd town for the purpose of a burying-ground, which title of sd acre of ground we agree to give when cal'd upon—sd bond bearing date on March, 1820, and in addition to the condition therein expressed we agree to place a good permanent floor above and below in the rooms of the said building calculated for the confinement of criminals.

With our respects we remain

Your humble serv'ts

THOMAS PALMER  
DAVID C. MCKINSTRY

MESSRS. THOMAS ROWLAND  
CHARLES NOBLES

&

JOHN BUREBANK

N. B.—It is further understood that we agree to furnish a convenient flatt for the convenience of any person or persons that are wishing to cross Pine River free from expense that will hold a wag'on & horses untill there is a bridge erected across sd river.

DAVID C. MCKINSTRY,  
THOMAS PALMER

N. B.—It is understood that the Building is to be erected in the course of the Winter. The foundation is laid the timber and lumber on the spot and carpenters at work.

PALMER & MCKINSTRY

Under these proposals the first court house of this county was built. It was of hewn logs, about 24x34 in size, with a court room above cells for criminals and living apartments for the jailer below.

We are unable to say whether Messrs. Palmer and McKinstry were as prompt in fulfilling their bond as they promised. The building was not accepted by the Board of Supervisors until September 3, 1827, and then it was declared that it was "not considered finished according to contract," and specifications made as to how it must be finished. The building was used for court purposes, however, before that date.

This is a part of the history of the first court house of this county. It was used until it was destroyed by fire in 1853, and its brick successor was erected where it had stood.

#### ACTS OF THE COMMISSIONERS

In 1821, the township of St. Clair, formerly a portion of Macomb County, formed the county. The first action of the board was to appoint Joseph Minnie Assessor. A highway was ordered to be opened from the estuary of Belle River to the mouth of Pine River. The jail was located by Commissioners in the rear of James Fulton's house at St. Clair. The sum of \$35 was paid to Mr. Fulton for building the jail, and \$6.63 to Andrew Westbrook for hinges and bolts used in the construction of the jail.

In 1822, the board estimated the expenditures for the year at \$100. Thomas Cutler was allowed \$2 for wolf bounty. The town of St. Clair was divided into three road districts; No. 1 embracing the township of Clay; No. 2 that of Cottrellville, East China, Ira, and all excepting the north tier of sections of Casco and China; No. 3, the residue of the county, then the town of St. Clair. John S. Fish, Joseph Minnie, and Louis St. Barnard, were the Supervisors of these districts.

In 1823, the Commissioners appropriated \$150 to meet the expenses for the year. Alexander O'Keefe was allowed \$5 for services as Prosecuting Attorney; and John Thorn, County Clerk, was allowed his account.

In 1824 the estimate for public expenses was \$200, for the collection of which Henry Cottrell was allowed five per cent.

In 1825, \$400 were appropriated to meet current expenses. B. F. H. Witherell was allowed \$15 for services as Prosecuting Attorney. A road from the mouth of Belle River to the old grist mill on the north side of Belle River in Section 15, China.

The expenditures for 1826 were estimated at \$400. The township of St. Clair was divided into two districts. No. 1 included all the inhabitants, except those who resided on the banks of Black River, above the northwest corner of John Riley's fence. District No. 2 included the inhabitants to

the extremity of the settlements. James Fulton was appointed Supervisor of District No. 1, and Jeremiah Harrington of District No. 2. Cottrellville Township was divided into three districts- No. 1, the southeast part, with William Gallagher, Supervisor; No. 2, north and northeast, with Amasa Hemmenger, Supervisor; and No. 3, on Lake St. Clair, under Supervisor Francis Yax.

In 1827, the estimated expense was \$500. John H. Westbrook was appointed Supervisor of the Black River District; Joseph P. Bunce, of the district from Fort Gratiot to Palmer's south line; Clark Worden, Supervisor on road from Palmer's south line to the mouth of Belle River. Henry Cottrell was appointed Supervisor of District No. 1, Cottrellville; Henry Cottrell and Daniel Stewart, Assessors; Mark Hopkins, Deputy Clerk; Edward H. Rose, Clerk. The first meeting of the Board of Supervisors was held in 1827. Three lots west of the court house, in the village of St. Clair, were deeded, for county purposes, to Lewis Cass by James Fulton. The contract for old jail was revoked, and a contract for building a new one was partially negotiated with Charles Phillips.

In 1828, there was no appropriation made for county expenditures. In 1829, \$5 were granted as bounty for wolf scalps; the four Supervisors were paid \$8 each; the county taxes were apportioned as follows: Clay, \$59.75; Cottrellville, \$65.91; Desmond or Port Huron, \$96.88; St. Clair Township, \$107.87.

The court house was repaired by Harman Chamberlin in 1830; Sheriff Henry Cottrell was granted \$54 for services; Clerk of Circuit Court Harmon Chamberlin received \$12.75 for services.

In 1831, a proposal for building floating bridges across Belle and Pine Rivers. Contracts were negotiated May 21; Kilburn Hoyt built the bridge across Belle River for \$225; H. James built the Pine River bridge for \$200. During the year, Horatio James was Clerk of County Court, and James Fulton Clerk of Circuit Court.

In 1832,  $\frac{1}{4}$  of 1 per cent was ordered to be assessed, but the equalized valuation is not given. Harmon Chamberlin was allowed \$61 for repairing the court house; Samuel Ward received \$8 for furnishing blank books for the county.

In 1833, Samuel Hopkins was appointed Clerk at \$1.50 per day. The county tax was apportioned as follows: Clay, \$79.97; Cottrellville, \$93.11; Desmond or Port Huron, \$141.43, and St. Clair Township, \$213.38. In 1834, the tax raised in these townships was \$90.65, \$97.90, \$254.81 and \$242.43 respectively. Ira Porter was Clerk.

In 1835, the township of China was organized, with Peter Carleton, first Supervisor. The tax raised in the township that year was \$145.87.

Clyde Township was organized in 1836, with Ralph Wadhams, first Supervisor. The sum of \$4 was allowed for wolf scalps. The tax apportioned to Clyde was \$338.60.

In 1837, Columbus Township was organized, with Theodore Bathy first Supervisor; Lexington, with Jonathan Burtch first Supervisor; and Ira, with Charles Kimball first Supervisor. The taxes raised in these townships were, Columbus, \$157.48; Ira, \$101.88.

The first meeting of the Supervisors to act in place of Commissioners was held October 1, 1838, but adjourned on the ground that they had no authority to act. The Commissioners met November 22, 1838, but did not transact business. They were Zael Ward, Justin Rice and John S. Parker.

In 1839, a contract was negotiated with Thomas Palmer for building brick offices for Clerk and Register, at a cost of \$650. The distinction between county and township poor was abolished, and the county ordered to maintain them. Port Huron was granted the use of the foot of Butler street for dock purposes, on condition that the wharf improvement remain the property of the county at the end of twenty years. The bounties for wolf scalps amounted to \$8. The Board of County Commissioners qualified November 19, 1839. Zael Ward, John S. Parker and John Howard were the members.

The record for 1840 shows the total valuation of the county to be \$1,042,726.95, and the State and county tax \$3,650.34. The amount paid to grand and petit jurors during the year was \$194; poor orders amounted to \$53; paid Commissioners, \$49.66; cost of furniture for Clerk's office, \$50.

#### PETITIONS FOR AND AGAINST THE DIVISION OF THE COUNTY.

The Legislature was petitioned to divide the county between Towns 6 and 7 north from the eastern to the western lines, so that the north line of St. Clair County should be the north line of Town 6 north. The reason assigned was the inconvenient length of the county.



A counter petition was presented about the same time, each side claiming the same number

#### PETITIONS FOR AND AGAINST REMOVAL OF THE COUNTY SEAT.

##### TO THE HONORABLE THE LEGISLATURE OF THE STATE OF MICHIGAN

The petition of the undersigned inhabitants of the county of St. Clair humbly representeth, That the seat of justice has never been established in said county, but was temporarily located in the village of Palmer, and as the good faith of the Legislature has never been pledged, and as the town of Port Huron has every natural and adventitious advantage in its favor, we humbly pray your honorable body to remove the seat of justice from its present temporary location, and establish the same in the village of Port Huron. November 28, 1842.

##### TO THE HONORABLE THE LEGISLATURE OF THE STATE OF MICHIGAN

We, the undersigned, citizens of the county of St. Clair, do respectfully remonstrate against the removal of the county seat of said county, as we conceive it to be a measure wholly uncalled for by a large majority of the people, and at variance with every principle of public justice.

As at present located, the county seat we deem in a more central position, as regards population at least, than can be effected by a removal, desired only by certain individuals who seek their own personal aggrandisement at public expense and inconvenience; added to which is the firm belief that the county, before long, must be geographically divided.

St. CLAIR, December 1, 1842

In 1841, the total tax was \$6,309.56. E. E. Carleton was allowed \$100 for building bridge over Belle River near Williams' Mill. The township of Ira was granted \$100 toward erection of bridge over Swan Creek, and J. J. Falkenburg was allowed \$200 for repairing court house.

In 1842, the valuation of county was \$933,196.45, and the total taxes, \$7,466.27. H. N. Monson and W. B. Barron were appointed agents to sell the poor farm, previously bought from M. H. Miles, for \$1,000. The Prosecuting Attorney was allowed a salary of \$200.

In 1843, the salary of the clerk was made \$250. E. C. Bancroft was Clerk of Board.

In 1844, the sum of \$100 was appropriated to build bridge across Belle River, at Cross.

In 1845, the valuation of the county was reduced by the Board of Equalization.

In 1846, the old poor farm was traded to Chamberlin and Ogden for northwest quarter of the northwest quarter Section 9, Town 5, Range 16, and contract to build house and barn on same. The sum of \$200 was paid to them in addition to the land.

In 1847, the valuation of the county as then established was \$864,872. Chamberlin and Ogden received \$50 for extra work on poor house.

In 1848, the County Board was engaged in the ordinary routine of business.

J. P. Minnie, J. K. Smith and Benjamin Woodworth were elected first County Superintendents of Poor in 1849. The salary of the County Judge was placed at \$400, of the Clerk at \$250, of the Treasurer at \$500; and of the Prosecuting Attorney at \$300.

In 1850, Samuel Haywood was licensed to ferry across the St. Clair. The county relinquished its claims to the east half of Academy Block, to St. Clair Village. James W. Sanborn was appointed Superintendent of Poor *vice* J. P. Minnie, resigned.

In 1851, a defalcation of \$3,317.25 was found in County Treasurer Duthan Northrup's office. The conclusion arrived at by the Supervisor's Board was to the effect that orders were given by the Treasurer, of which he kept no account, and exonerated him from any criminal charge.

In 1852, the bond of Edmund Carleton was accepted. A sum of \$135 was appropriated to buy a safe. The total taxes ordered to be levied amounted to \$4,230.16.

H. Chamberlin was appointed to attend State Board of Equalization in 1853. The salaries of the County Treasurer were fixed at \$600, of Clerk at \$300, and of Prosecuting Attorney at \$400 for 1853.

In 1854, a resolution was offered by J. P. Minnie to remove the county seat to Port Huron, on condition that the village would erect suitable buildings. Eight members of the board voted for removal and six against removal. The valuation of the county made that year was \$3,053,910.

The tax for 1855 was \$10,522.25. The Sheriff was ordered to sell the old building known as the Clerk's Office. The salaries of county officers were increased that year.

In 1856, the salaries of Treasurer and Prosecuting Attorney were fixed at \$800; of Clerk at \$500, and of Poor Superintendents \$50 each. The following year, the Prosecuting Attorney's salary was cut down \$200, and that of the Clerk placed at \$600. In 1858, the expenses of the Supervisor's Board were paid out of proceeds of tax sales.

In 1859, the Treasurer's salary was placed at \$1,000, the Clerk's at \$800, and the Prosecuting Attorney's at \$1,000.

The release of H. Whiting from liabilities on the bond of D. Northrup was made in 1860. Whiting paid \$1,000 and delivered property held by him in trust for the other defendants. The Prosecuting Attorney's salary was placed at \$900; the Clerk's at \$750; and the Treasurer's at \$900. During the years 1861, '62, '63 and '64, the salaries of county officials rose and fell at the pleasure of the board. In the latter year, that of Treasurer was placed at \$1,350. In 1866, the salaries of Treasurer and Judge of Probate were set down at \$1,500 each; those of Clerk and Prosecuting Attorney at \$950. The State and County taxes amounted to \$45,407. During the years 1867-68-69 and 1870, the transactions of this board were of the ordinary character. In 1870, County Treasurer Robert Thompson died, when John Miller was appointed by the Supervisor's Board.

The last meeting of the board, at the old county seat, was held January 6, 1871. The first meeting of the board at Port Huron was held April 29, 1871. The majority in favor of removing the county seat was 532.

The schoolhouse where sessions of the court and Supervisors' Board were held was burned February 24, 1873. The Clerk and Register's offices were transferred over Hull & Boyce's store. The Clerk's office was removed to new City Hall building, June 24, 1873.

In 1875, the salaries of county officers were subjected to another change. The salary of Treasurer was placed at \$1,400; of Judge of Probate, \$1,400; of Prosecuting Attorney, \$1,000; of Clerk, \$950. In 1876, a reduction of \$200 was made in Judge of Probate's salary; of \$400 in that of Treasurer; and \$100 in that of County Clerk.

Regarding the loss of \$7,500 to the county by the robbery of County Treasurer Henry Johr, at Detroit, November 20, 1866, the following preamble and resolution were presented, to the board, and were unanimously adopted: "Whereas, it satisfactorily appears to this Board of Supervisors, that on the 20th day of November, 1866, Henry Johr, Treasurer of this county, while on his way from this county to Lansing, to pay over moneys in his hands belonging to the State, was robbed in the city of Detroit, of the sum of \$7,500, belonging to the State. Therefore, *Resolved*, that we respectfully ask the Legislature of the State to take such action for the relief of Mr. Johr and his bail, as may be deemed most just and as shall release him and them from the loss so sustained."

During Valentine Saph's administration of the office of County Treasurer, the safe was blown open and a sum of \$150 abstracted.

The sum of \$150 was appropriated by the Territory toward completing county court house and jail at St. Clair, April 12, 1827.

H. Chamberlain, Sheriff of the county of St. Clair, received \$28.05 for taking the census of county in 1834.

He reported in Cottrellville, 423 inhabitants; in St. Clair, 323; in Desmond, 817; in Clay, 421.

• A special Commissioner was appointed for St. Clair County April 13, 1827.

An act to regulate and improve the navigation of Black River was approved November 5, 1829.

By an act of Legislature, April 15, 1833, the session of St. Clair Circuit Court was ordered to be held on the second Monday of July and January of each year.

By an act approved March 28, 1836, the Supervisors of St. Clair County were authorized to borrow \$10,000 for a term of years not less than seven or over twenty, at interest not exceeding 7 per cent.

In 1877, County Treasurer John Johnston resigned. His liabilities were \$19,976.19.

#### THE COUNTY POOR HOUSE TROUBLES.

If an opinion may be expressed, there should not be an institution bearing this name within the Union. Yet it exists, and generally under circumstances opposed to every idea of humanity, every hope of our civilization. The aged and infirm and unfortunate should be provided for; but in a country of freedom their home should never bear the title of *Poor House*.

Extracts from report of F. H. Blood, B. W. Jenks, George S. Granger and Henry J. Bradbeer, presented to the Board of Supervisors in October, 1878, point out clearly the condition of the institution.

Again, on January 5, 1881, Fred H. Blood, Robert Leach, and George W. Carleton, members of the Committee of Investigation, reported to the Supervisors, on the subject of another series of charges: Your committee to whom the article published in the Port Huron *Commercial* of October 13, A. D. 1880, was referred for investigation under the resolution adopted by your Board,

together with the complaint made by George S. Granger October 21, A. D. 1880 in regard to the management of the county poor house, and the keeper James Van Slyke, and his wife, the matron of said poor house, and all employes under them, and the Superintendents of the Poor, and all business respecting the poor in said poor house, both male and female, beg leave respectfully to report that we have visited the poor house and made a thorough investigation as to the management and have taken the testimony under oath of all those who have made complaints, and such others as have been named to us as having knowledge of said management and of the paupers or inmates of said poor house as well as the keeper and his wife and their employes, and the Superintendents of the Poor, and find upon the testimony that the charge made in the *Port Huron Commercial* of nine years ago, occurrence of the treatment of Mrs. Sarah E. Laribeek, we find was beyond our jurisdiction, as the keeper then was another person and not James Van Slyke, and that the Board of Superintendents of the Poor was not the present board, therefore we took no testimony on that affair or charge made and published by said newspaper.

But as to all other charges we beg leave to respectfully report as follows, to-wit:

First charge—Cruelty to inmates.

This charge is not proven, and through all the testimony there is nothing to support the charges against either the Superintendents, the keeper or matron.

Second charge—Using the county's cloth by the matron for her children's clothing.

No evidence to prove the charge but all tends to prove the contrary.

Third charge—Giving away meat or flour belonging to the county.

We find no proof in the evidence of such being the case in any single instance, but the testimony of two witnesses tends to show that flour has been paid for sewing done for the inmates of the poor house.

Fourth charge—The statement that Mrs. Cope was allowed and did jump from the third story window to the ground is a base fabrication.

But she did jump from the second story window, and the children of the keeper, in play, do the same, it being but a short distance to the ground.

Fifth—The charges of the old woman who died through neglect so terribly diseased.

All the evidence proves that she was as well cared for as could be under the circumstances. But Mrs. Cope took the earrings off after death without the knowledge or consent of the keeper.

Sixth—The charge that the child found on the doorstep of Mr. Yeates died from neglect.

It was clearly proven that Mrs. Van Slyke took it under her own especial care and treated it as well as if it had been her own.

Seventh,—The music teacher and visitors.

The charge that a music teacher was boarding at the poor house is not proven by any of the testimony taken. But he occasionally stopped there nights, and in one instance two nights in one week, but generally left after a short visit in the day time, and other visitors have not been frequent or many.

The County Infirmary in October, 1881, sheltered forty-two inmates. James and Mrs. Van Slyke were in charge.

In the historical sketch of Port Huron City, references are made to the building of the county court house, city hall and custom house.

#### LOCAL LEGISLATORS.

From the organization of the county to 1827, the public interests were under the direction of Commissioners. In 1827, the act of Territorial Legislature authorized the election of Supervisors. The Supervisors' Board was elected annually until 1838, when a return to the old government by the Commissioners took place.

#### COUNTY COMMISSIONERS.

From 1821 to 1823, Andrew Westbrook, George Cottrell and John K. Smith were members of the board. In the latter year, Harvey Stewart took the place of John K. Smith, and continued to serve until April, 1827.

#### SUPERVISORS' BOARD.

1827—Everett Beardsley, John S. Fish.

1828—Harvey Stewart, Amasa Hemmenger, Jeremiah Harrington, and Everett Beardsley.

1829—William Gallagher, John Kennelly, George Cottrell, Harvey Stewart.



- 1830—William Gallagher, John Kennelly, George Cottrell, Harvey Stewart.  
 1831—Andrew Westbrook, John Kennelly, Amasa Hemmenger, Harvey Stewart.  
 1832—Samuel Ward, Edmund Carleton, John Kennelly, Harvey Stewart.  
 1833—Same officers.  
 1834—Ralph Wadhams, John Doran, Edmund Carleton, David Cottrell, Charles Kimball.  
 1835—Peter Carleton, Jacob Kendall, David Cottrell, John Kennelly, and Edmund Carleton.  
 1836—H. N. Monson, Cummings Sanborn, Ralph Wadhams, David Cottrell, Peter Carleton, and Charles Kimball.  
 1837—Jonathan Burtch, H. N. Monson, Ira Porter, Charles Kimball, Ralph Wadhams, David Cottrell, Theodore Bathy, Thomas Dart, Jacob Kendall.

#### COUNTY COMMISSIONERS.

- 1838—Zael Ward, Justin Rice, and John S. Parker.  
 1839-40—Zael Ward, John S. Parker, and John Howard.  
 1841-42—John Howard, John S. Parker, and Chester Kimball.

In 1842, the Supervisors' Board was re-established, and has continued since to administer the affairs of the county. In the histories of the townships, the names and dates of service of the Supervisors' Clerks and Justices of each township will be given.

#### TOWNSHIP AND CITY ORGANIZATION.

Plainfield Township was organized under authority given in proclamation of Gov. Cass, March 17, 1823. The original boundaries were: Beginning on the St. Clair River at the north line of land belonging to the heirs of Alexander Harrow (deceased); thence northwesterly to the northeast corner of Section No. 28; thence along north line of Sections 28, 29, 30 and 35 to the border of Lake St. Clair; thence southerly, until it intersects the boundary line between the United States and Canada; thence northeast along said boundary line to a point due east from the place of beginning and thence west to the place of beginning.

By an act approved April 12, 1827, surveyed Township No. 3, in Ranges 15, 16 and 17 east, was ordered to be organized under the name of Cottrellville, and the first town meeting ordered to be held at Cottrell's Tavern.

Surveyed townships and fractional parts, in Ranges 13, 14, 15, 16 and 17 east, were formed into a township named Sinclair, April 12, 1827, and the first town meeting ordered to be held at the court house of the county.

Surveyed Townships 6, 7, 8 and 9, in Ranges 13, 14, 15, 16 and 17 east, were established as the town of Desmond, and the first meeting ordered to be held at Fort Gratiot. The name Desmond was changed to Port Huron, under the act of March 11, 1837.

Cottrellville Township was organized under authority given in Gov. Cass' proclamation, dated March 17, 1823. The boundaries were: Beginning on the border of the River St. Clair at the south line of land belonging to James Fulton; thence west to the northeast corner of Section 12, in Township 4 and Range 16 east; thence west to the boundary line; thence south along boundary line to Lake St. Clair, until it intersects the north line of Plainfield, and continuing easterly along the north line of Plainfield to the border of St. Clair River; thence easterly along the border of the St. Clair to James Fulton's lands.

The town of Clay was established May 27, 1828, and the first meeting ordered to be held at the house of John K. Smith. The lands comprised in Clay, as then organized, included that part of St. Clair County south of section line between 23 and 33, in Township 3 north, of Range 16 east, extending east and west from St. Clair River to St. Clair Lake.

China Township was established by act of March 21, 1835. It comprised Township 4 north, Ranges 15, 16 and 17 east. The first town meeting was held within the house of John Clark.

Columbus Township, comprising Township 5 north, of Range 15 east, was established and the first meeting ordered to be held at the house of Benjamin Kettredge, under authority of act, approved March 11, 1837.

Clyde Township was established under authority of legislative act March 26, 1836. It

comprised Townships 5, 6, 7, 8 and 9 north, of Ranges 13, 14, 15 and 16 east, and the first meeting was held at the house of Ralph Wadhams.

Ira Township was organized under authority of the act approved March 11, 1837. It comprised all the lands within the following boundaries: From the southwest corner of Section 28, thence north to south line of Township 4; thence west to east line of Macomb County; thence south to Lake St. Clair; thence along lake shore eastward to south line of Section 25, and thence to southwest corner of Section 28. The first town meeting was ordered to be held at the house of Chester Kimball.

That portion of Michigan known in the United States Survey as Ranges 13, 14, 15 and 16 east, forming the eastern part of Sanilac County, was attached to Lexington Township, St. Clair County, under authority of the legislative act approved March 27, 1838.

Riley Township was organized in April, 1838, at the house of Nelson Phillips, under authority of an act of the Legislature approved March 6 of that year. It embraced Township 6 north, of Range 14 east.

The act approved March 31, 1838, authorized the addition of Township 5 north, of Range 16 east, and P. C. No. 255, to St. Clair Township.

Cottrellville Township was enlarged under authority of legislative act approved March 28, 1840, Sections 5, 6, 7, 8, 17, 18, 19 and 20, of Township 3 north, of Range 16 east, being added.

Wales Township was organized under authority of legislative act approved March 27, 1841. Town 6 north, of Range 15 east, was set off under the name of Wales, and the first meeting ordered to be held at the house of Joshua Tompkins.

Burtchville Township or Town 8 north, of Ranges 14, 15, 16 and fraction of 17 east (forming a portion of Lexington Township, in February, 1842), was organized at the house of Louis Facer, in April, 1842, under authority given in legislative act approved February 16, 1842.

Under authority of an act approved March 11, 1844, the counties of Huron and Sanilac were attached to St. Clair County for purposes of taxation.

The name Palmer was changed to St. Clair under authority of an act approved April 7, 1846.

Brockway Township or Town No. 7 north, of Ranges 14 and 15 east, was detached from Clyde Township, and Township 8 north, of Ranges 14 and 15 east, from Burtchville, and organized as the township of Brockway, the first town meeting to be held at the house of Allen Bills. The act of authorization was approved March 17, 1848.

The act to incorporate the village of Port Huron was approved April 2, 1849. The boundaries of the village were: Beginning at a point on the bank of the St. Clair one half mile south of the mouth of Black River, thence west one mile, thence north to the south line of the United States Military Reservation, thence east along the south line to the St. Clair River, and down the bank of the river to the place of beginning. The people were authorized to meet the first Monday in May, 1849, to elect a President, Recorder, Treasurer, Marshal, two Assessors and six Trustees.

March 17, 1849, that portion of Ira Township bordering on Lake St. Clair, on the east line of the old Chippewa Reservation, thence north on east line of reservation to the south line of China, thence east to the east line of Cottrellville, and thence south to the south line of Ira, was set off from Ira and attached to Clay. This act was subsequently repealed.

Lynn Township was organized under authority of legislative act approved March 28, 1850, setting off from Berlin Township Towns 7 and 8 north, of Range 13 east, and ordering the first meeting to be held at the house of John Whalen.

St. Clair Village was incorporated under authority of an act approved April 1, 1850, setting off that portion of St. Clair County embraced within the following limits: Commencing at the northeast corner of P. C. No. 305 on River St. Clair, westerly along north line of Claim 305 to northwest corner of five-acre Outlot No. 6; thence south along west line of five-acre lots to the southwest corner of five-acre Lot No. 112; thence east along south line of lots to northwest corner of Outlot No. 10; thence south along west line of Lot 10 to Pine River; thence along Pine River, down stream, to south line of plat as engraved by J. G. Darby, in 1836;

thence east along south line of plat to River St. Clair; thence along the St. Clair to place of beginning. The first meeting was ordered to be held the first Monday in May, 1850.

Greenwood Township or Township 8 north, of Range 15 east, was set off from Brockway Township, and the first town meeting ordered to be held at the house of Joseph Graham. The act of organization was approved February 12, 1855.

Kimball Township was organized under authority of legislative act approved February 12, 1855, when Township 6 north, of Range 16 east, was set off, and the first meeting ordered to be held at the house of John S. Kimball.

Kenockee Township was organized under act of February 9, 1855, setting off Town 7 north, of Range 15 east, from Emmett Township, and ordering the first meeting to be held at the house of Luther Ward.

Mussey Township was organized under authority of legislative act approved February 10, 1855, setting off Town 7 north, of Range 13 east, into a township, and directing the first meeting to be held at the house of Daniel Alverson.

The city of St. Clair was incorporated under authority of legislative act approved February 4, 1858. The boundaries of the organized village were extended, and to the whole tract the name City of St. Clair was granted.

The towns of Berlin, Casco, East China, Emmett, Fort Gratiot and Grant have been established in recent years. In the sketches of these townships, reference will be made to their organization.

#### PROSPERITY OF THE COUNTY.

The uninterrupted prosperity and success which have attended the various branches of enterprise and industry in the county of St. Clair from its earliest settlement to the present day, the change from an almost unbroken wilderness to a rich and populous county in the brief space of time, naturally leads the mind to contemplations of deep interest and inquiry, with regard to the condition which the progressive energies of its people will work out in its future. We have only to examine the resources of wealth which the county naturally presents for improvement—the strength, skill and aptitude of the people to lay hold of natural advantages and convert them to the most profitable form. In order justly to appreciate the energies which have been put forth by the early settlers in this county, the results of which are so attractive to the traveler, it should be borne in mind that the county was not settled by capitalists bringing large amounts of money to expend in subduing and cultivating new lands, but almost exclusively by men who were unable to purchase farms in the old States—whose physical and mental energies constituted their funded wealth. This was the capital invested in the settlement and improvement of the county—a currency not subject to fluctuations. The pioneers were men of independent minds and efforts, whose activities were controlled by the dictates of their own judgments. The bosom of the earth, teeming with fertility, was spread out before them. It is to the labor of its people that we must look for nearly all of the wealth of the county. It is universally admitted that the surest index of the progressive energies of an agricultural community is discovered in the condition of its roads and schoolhouses. The light of science to illuminate and invigorate the natural powers, and facilities of communication which tend to develop the social nature of man, and bring into visibility the various interests by which he is connected with society, as these are appreciated, cultivated and brought into constant use, the vital energies, the enduring strength and substantial wealth of a community are advanced. If we adopt this general rule in the county and take the condition of its public roads and schoolhouses as a criterion of its advancement in intelligence and wealth, we shall find that it has few rivals. Whatever road the traveler may select in the county, he will not progress far on his journey without having his attention attracted by a district schoolhouse, erected upon a pleasant spot. He will observe that it is neatly finished and painted, and that it is—such is the rule, though there are exceptions—surrounded by shade trees, and has a nice play ground for the children. If he enters this little seminary, he will find the interior judiciously and tastefully arranged, and furnished with blackboards, maps, charts and the most approved apparatus for aiding the pupils in their various studies. The laws of Michigan make liberal provisions for the support of its common schools; and in this county, they are generally well applied.



## POLITICAL HISTORY.

In this chapter, we give the returns of every election held in the county so far as we could obtain them. The records of many of the earlier elections are lost; indeed, all those not given are not among the archives of the County Clerk's office. As those elections were held prior to the days of newspapers in this county, the Clerk's office is the only place we could expect to find them. In the compilation of this chapter, for its accuracy and fullness, we are greatly indebted to Horace Baker, County Clerk, and M. F. Carleton, Deputy County Treasurer, who assisted us very materially in collecting the matter. To give some idea of the labor expended in its compilation, we have only to state that often no abstract of the election could be found, and one had to be prepared from the original poll-books, which would consume hours of time. The returns of the election of one year were secured only after a vast amount of labor. We have searched diligently through the files of old election abstracts and poll-books in the Clerk's office for the returns of that year, but in vain. Mr. Baker, with his ready knowledge of the places and conditions of the numberless papers in this office, assisted, and another search was made, more thorough than any of the former, still in vain. We then searched newspapers, but failed to unearth them. Those who were known to have a large collection of old papers, returns of numerous elections, etc., were spoken to about the matter. They at once kindly interested themselves, and overhauled several hundred ancient manuscripts.

We relate these incidents merely that the reader may the better appreciate the vast and persistent labor often required to possess a single item, which, of itself, may at times seem unimportant. Hours are often expended in securing a name or date, yet when found it occupies only a small space, and is passed over by the reader with no thought at all of the labor it cost; yet, should a name or date be wrongfully stated, how readily it is noticed, and often how uncharitable are those who do not appreciate the position of the writer! Proper names, too, are so varied that without a personal acquaintance with each individual, it is often impossible to spell them correctly. Even members of the same family sometimes spell their surname differently, as Philips, Phillips, Phillipps. And as for dates, also, when given verbally, they are sometimes as different as are the persons giving them.

The political complexion of the county is strongly Democratic. For many years that political organization has controlled the public affairs of the county. Politics have fluctuated but little here, as the returns of the many elections given below will show. The politicians have generally been able to foreshadow correctly the result of an election many days prior to its being held. While the county has reared some illustrious sons in the various callings and professions of life, she has given to the county, State and nation, men who have become famous in the political profession. We will not attempt to follow the political issues year by year further than to give the returns of each election. By these the rise, decline and fall of parties may be traced. That elections have been as honorably and honestly conducted in this county as in any other county of the State, will not be questioned. At times, however, some candidate becomes over anxious for his success, and stoops below the high standard usually strictly followed.

This territory, with all the northwest, was claimed by France from 1671 to 1763, when it was surrendered to the British. By the "Quebec Act" of 1774, the whole was placed under the local administration of Canada. It was, however, practically put under a despotic military rule, and so continued until possession passed to the United States. Before the last mentioned event, and during and after the Revolution, the conflicting claims of Virginia, New York, Massachusetts and Connecticut to portions of the country were relinquished to the General Government. All the claims were based upon chartered rights, and Virginia added to hers the right of conquest of the "Illinois country" during the Revolution. As early as October,

1778, she declared, by an act of her General Assembly, that all the citizens of that commonwealth who were then settled, or should thereafter settle, on the western side of the Ohio, should be included in a distinct county, which should be called Illinois. No Virginians were then settled so far north as what is now Michigan, and, as none thereafter located so far north before she relinquished all her rights to the United States, it follows that no part of our State was included in Illinois County, and that she never exercised any jurisdiction over any portion of the State; nor did she make claim to any portion of it by right of conquest. Notwithstanding the passage of the ordinance of 1787, establishing a government over the territory northwest of the Ohio River, which territory was acquired by the treaty of 1783 from Great Britain, possession only was obtained by the United States of the southern portion, the northern part being held by the British Government until 1796. Arthur St. Clair, in February, 1790, exercising the functions of Governor, and having previously organized a government for the country under the ordinance above mentioned, established, in what is now the State of Illinois, a county which was named St. Clair. But as this county only extended north "to the mouth of the Little Mackinaw Creek on the Illinois," it did not include, of course, any part of the present county of St. Clair, although being the nearest approach thereto of any organized county up to that date. The next county was Wayne, organized in 1796, which included Michigan and that portion of Wisconsin watered by streams flowing into Lake Michigan. In 1818, this county was included within the boundaries of Macomb, and continued so until organized in 1821.

During the first years of the county's history, party bigotry was not acknowledged; but convention and caucus were held, the same as now, to select a man not to serve his own or his party's interest, but that of the people. The first settlers were attached to the Jacksonian political school, because they saw in the old General one who held the Constitution of the United States above all else. When in 1832, South Carolina assumed the right to ignore the laws of the United States, and to oppose the collection of the revenue, Gen. Jackson, then President, acted with his usual decision, and told the South Carolinians that the Union must be preserved. He sent United States troops into that State, instructed the revenue collector at Charleston to perform his duty, and notified John C. Calhoun that he would be arrested on the committal of the first overt act against the law. This decisive action, together with the terms of his proclamation, cemented, as it were, all political parties under one leader. "The power to annul a law of the United States" he says, "is incompatible with the existence of the Union, contradicted expressly by the letter of the Constitution, unauthorized by its spirit, inconsistent with every principle on which it is founded, and destructive of the great object for which it was formed. To say that any State may at pleasure secede from the Union, is to say that the United States are not a nation; because it would be a solecism to contend that any part of the nation might dissolve its connection with the other part, to their injury or ruin, without committing any offense. \* \* \* The States severally have not retained their entire sovereignty. It has been shown that, in becoming parts of a nation, they surrender many of their essential parts of sovereignty. The right to make treaties, declare war, levy taxes, exercise exclusive judicial and legislative powers, were all of them functions of sovereign power. The States, then, for all of these important purposes, were no longer sovereign. \* \* \* The duty imposed on me by the Constitution, to take care that the laws be faithfully executed, shall be performed to the extent of the powers vested in me by law." In this manner, President Jackson instructed the South Carolinians in the principles of Federal Government, and in this manner also did he notify them of the intentions of the United States in the event of their persisting in the violation of any of its laws.

In those olden times, a man was chosen on his merits, and intrusted with the true representation of the people in the Legislature as well as in the Supervisors' Court. A reference to the election returns will prove this statement precise in every particular. Years rolled on, and still party lines remained unobserved. In 1836, there was an apparent tendency to draw those lines closer: but the effort was comparatively a weak one. Two years later, in 1838, the doctrine of abolition was received with evident marks of disapprobation in this county.

M. de Bacourt landed in this country in the midst of the most exciting Presidential contest ever known, in 1840, and served as Minister of France at Washington until 1842. He

was, in the space of ten months, presented to three successive Presidents of the United States. He watched with a lively interest the making of the tariff in 1842, in which, despite his best efforts, French silks and wines were for the first time taken from the free list. He witnessed the tempest which arose on John Quincy Adams' presenting a northern disunion petition in the House (February 2, 1842). He went to meet the Prince de Joinville on his second visit to this country. He greeted as an old friend Lord Ashburton, come to settle the northeastern boundary dispute, and outstayed the conclusion of the treaty, with the Creole case looming up as a fresh cause of difficulty with England. He saw civil war break out in Rhode Island, the Seminole war dragging its slow length along in Florida, hostilities begun between Mexico and that "*vrai nid de bandits de toutes les nations, mais particulièrement des Etats Unis*," Texas.

In 1840, Abolition and Liberty created some political excitement here; but not sufficient to lead one to conclude that within a quarter of a century this county would send forth thousands of private soldiers and officers to do battle for the principle which it held so cheap in 1840.

In 1844, James G. Birney was called from his quiet home at Lower Saginaw to enter the political battle field against Henry Clay on one ticket and James K. Polk on the other. Birney was enthusiastic, honest and honorable. As a politician, he lived before his time, and as a result did not occupy the Presidential office. Ten years later, the greater number of those who followed the standard of the Liberty party acquiesced in the doctrine preached under the oaks at Jackson, and the "name and fame" of the Sons of Liberty were henceforth embosomed in that party.

The American party, organized immediately afterward, soon passed away. In this county, its impracticable, unjust and unholy principles were stigmatized, and to the credit of the people, may it be said, entirely ignored. It was no more American in spirit than was the tea tax, and the other principles of its originators, which roused American manhood to cast off all connection with them.

The contest between the humble Abraham Lincoln and the noted Stephen A. Douglas, in 1860, was characteristically interesting. The result decided the fate of the slaveholding Southerners, and gave to the seventh decade of the nineteenth nation a nation of freemen—such an one as the Fathers of the Republic dreamed of—such an one as the world had never hitherto known.

From 1860 to 1865, the war for the Union engrossed the people's attention. One party wished to uphold the Republic and the Constitution, while the more advanced party urged the defense of the Republic regardless of the Constitution.

In 1864, George B. McClellan opposed the great War President. The claims of the former were many and much appreciated, but he who proclaimed the abolition of slavery, from the highest seat in the Union, was destined to occupy that position, and would doubtless be elected and re-elected had not the foul assassin snatched from him a life then in the springtime of its fame.

Horatio Seymour, a refined, enlightened statesman, was nominated by the Democratic party in 1868. The fortunate Grant was nominated by the Republican party. Notwithstanding all the high qualifications for that office which Mr. Seymour possessed, the man who cast thousands upon thousands of the best blood of the North against the columns of the slaveholders deserved to be, and was elected. It were well for the famous General if his political life ended in 1872; but it was not so ordered, evidently, in the destiny of the Republic.

In 1872, Gen. Grant was re-nominated to oppose Charles O'Connor on the Democratic, and Horace Greeley on the Liberal Republican ticket; but the services of the soldier were too well remembered, and so the epauletted Grant was returned to the White House for a second term.

In 1876, Samuel S. Tilden, representing the Democrats, and R. B. Hayes, the Republicans, sought the favors of the people. The memory of that contest is too fresh to require further reference. Mr. Hayes reached the White House and held it for four years. Owing to his quiet administration and the return of prosperity, his party lost little ground, although many said the disputes and uncertainties of that election would militate against Republican success in 1880.

The elections of 1880 were, perhaps, the most enthusiastic of all expressions of the popular



will. Then was Greek opposed to Greek: Gen. Hancock won distinction on the battle fields of the South; his service was magnificent. Gen. Garfield had some little military experience, but what was wanting in this respect was fully made up in his knowledge of public economy, and practical knowledge of every-day life. He was elected; but who could then dream that the new President would fall beneath the blow of an assassin while yet his cabinet was unorganized? Almost before he entered on the duties of his high office, he fell at the hands of an American, and from this fall he never rallied, until death ended his terrible sufferings. His death placed the Republic in mourning throughout its length and breadth.

Vice President Arthur assumed the Presidential chair, and under him the troubles in the Senate were smoothed down and the Nation allowed to resume its ways of progress.

Throughout the various political campaigns, from 1818 to the present time, the citizens of St. Clair have, as a rule, given a popular vote. Previous to 1854, the county was decidedly Democratic. From 1854 to 1870, it may be said to have given the Republicans a majority; and since 1870 to the present time, political power is so equally balanced that representatives of both parties share the confidence of the people. A desire has existed and does exist to witness the victory of virtue over vice, and so far as such a laudable desire could be effected, the people were rewarded in their contests.

#### COUNTY ELECTIONS.

In the following pages the results of the various elections, so far as this county is concerned, are given. It is not to be presumed, however, that majorities given for candidates for the United States Congress, or for officers of State resulted in their election. The vote received in this county alone is only given; to learn who was elected, reference must be made to the State History. The county officers elected in 1818, 1820, 1822 and 1824 are named in the Organic Chapter. The election returns, with the names of candidates before the people of this county for the honors of office, are given from 1825 to the present time.

1818.—Probate Judge, Christian Clemens, D.;\* Sheriff, James Fulton, D.; Prosecuting Attorney, Ezra B. Prescott, W.; County Clerk, John Stockton, D.; Registrar of Deeds, John Stockton, D.; County Treasurer, Christian Clemens, D.

1820.—Probate Judge, Christian Clemens, D.; Sheriff, James Fulton, D.; Prosecuting Attorney, George A. O'Keefe, D.; County Clerk, John Stockton, D.; Registrar of Deeds, John Stockton, D.; County Treasurer, Christian Clemens, D.

The following is a list of votes given for Delegate to Congress, September 6, 1821, in St. Clair County:

David Robeson, Henry Cottrell; Joseph Minnie, Joseph Chortier, Francis Chortier, Joseph Iras. Joseph Basseney, Louis Sambernare, Louis Cushavay, Ivan B. Yax, Michel Duchaur, David Hill, Ivan B. Desnoyers, I. B. Yax, Jr., Louis Sambernare, Jr., William Marshall, Reuben Dodge, Francis Fleurer, Louis Chortier, Joshua Stephens, Jerry Marks, Berzilla Wheeler, Louis Trabeau, Peter Branbern, Anselmer Petit, John Farley, Ivan B. Deshon, Oliver Recard, Phillip Irvois, John K. Smith, John Thorn, James Robison, David Oakes, Andrew Westbrook, David Cottrell, Zeph. W. Bunce, Samuel Ward, Lorin Blanchard, Lambert Braubien, John Robeson, James B. Wolverton, Thomas Robison, Peter Brandemore, Samuel Glidden, Louis Facere, Thomas Cutler, Schuyler Hodges, Ralph J. Crittenden, William Brown, Moses Birdsell, Charles Monroe, Ivan M. Branbern and Andrew Westbrook, Jr. The two last named voters were rejected.

The election of Delegate to Congress was held at St. Clair Village September 6, 1821, with John K. Smith, Andrew Westbrook, James Robertson and James B. Wolverton, Inspectors of Election. There were fifty-three votes polled, of which number two were rejected. The candidates were James McCloskey and Augustus Woodward; the former received thirty-four and the latter seventeen votes.

At an election held in St. Clair County September 4, 1823, for Legislative Councillors, under the supervision of Inspectors named in Congressional return, the following votes were taken:

Solomon Sibley, 60; Henry T. Hunt, 62; Abram C. Truax, 33; Abram Edwards, 75; Conrad

TenEyck, 9; Ebenezer Reed, 23; Wolcott Lawrence, 44; Charles Nobles, 61; Benjamin F. Stickney, 39; Stephen Mack, 65; Daniel LeRoy, 60; Roger Sprague, 35; John Stockton, 61; Joseph Miller, 45; Christian Clemens, 56; Zeph W. Bunce, 58; W. H. Putthuff, 77; Robert Irwin, Jr., 70; Joseph Hickox, 77; Harry Conant, 38; William Thompson, 59; John Thorn, 21; Louis Beaufait, 33; John McDonald, 18; Gabriel Godfrey, Jr., 18; Hubert Lacroix, 36; Laurent Durocher, 23; James Connor, 32; Henry Connor, 23; Francois Navarre, 17; W. G. Taylor, 13; Henry Desbrow, 13; Robert Irwin, 5; Daniel Bronson, 12; Ziba Swan, 13; James Abbott, 13; Gabriel Godfrey, 5; William Brown, 7; George McDougal, 5; Francois Rivard, 2; William Little, 4. A few scattering votes were recorded.

The election had one great recommendation, apart from its political significance, and that was the number of candidates.

The candidates for Congress voted for by the people of St. Clair, September 4, 1823, were as follows: Rev. Gabriel Richards, 30; John Biddle, 2; Andrew G. Whitney, 21; Austin E. Wing, 25; James McCloskey, 2.

The Inspectors of Election were Z. W. Bunce, Samuel Ward, David Oakes, Andrew Westbrook, Reuben Hamilton, and Henry Cottrell, Sheriff. The number of votes cast was eighty-one, one of which was rejected. In addition to the names given in the list of voters for 1821, the following appear for 1823:

Peter Duprat, John K. Smith, Charles Phillips, Seth Taft, Harvey Stewart, Peter Rice, Etienne Rousselle, Gabriel Trembley, George Mayers, John Connor, Josiah Nutting, Jacob Carnes, Edson Hart, Levi Barber, Sylvanus Scott, William G. Mead, John B. Maranda, James Fulton, Benjamin Jackman, William Austin, Jeremiah Harrington, Louis Cohais, Louis Thebault, Calvin Baker, Zaphna Lake, Thomas Cook, Isaac Pulsifer, John S. Fish, Rufus Thrall, John Chandler, Hiram Chamberlin, Henry Answorth.

In 1825, the candidates for Congress, Gabriel Richards received 74 votes, Austin E. Wing, 38 votes; John Biddle, 35 votes.

In 1827, Gabriel Richards, candidate for Congress, received 64 votes; John Biddle, 66 votes; Austin Wing, 53 votes, and Z. W. Bunce, 1 vote.

In 1829, James H. Cook, candidate for Coroner, received 52 votes; William Brown, 12 votes, Reuben Hamilton, 28 votes; David Cottrell, 3 votes, Seth Taft, 75 votes. David Cottrell, candidate for Treasurer, received 56 votes, and Andrew Westbrook, 9 votes.

#### 1831.

Congress—Austin E. Wing, 84; John R. Williams, 65; Samuel Dexter, 28.

Representatives—John Stockton, 91; Alfred Ashley, 89.

Treasurer—Sargeant Heath, 31; Everett Beardsley, 1.

Coroner—Pluto Leach, 22; William Brown, 9.

#### 1833.

Congress—Lucius Lyon, 91; William Woodbridge, 70; Austin E. Wing, 83.

Legislative Council—Ralph Wadhams, 128; John Stockton, 124.

Treasurer—Sargeant Heath, 90; Everett Beardsley, 2; Moor R. Barron, 3.

Coroner—William Brown, 90; Pluto Leach, 2.

#### 1835.

Delegates to Detroit Convention—Ralph Wadhams, 362; John Clark, 368; Ira Porter, 288; Samuel Ward, 277.

Congress—Isaac E. Crary, D., 292.

Governor—Stevens T. Mason, D., 885.

Lieutenant Governor—Edward Mundy, D., 346.

Senators—John Clark, D., 158; Randolph Manning, 103; Harvey Parke, 310; John Stockton, D., 315; C. C. Haskell, 263; E. Raynale, 265.

Representatives—Harmon Chamberlin, W., 172; John S. Heath, D., 273.

#### 1836.

Representatives—John A. Heath, D., 321; Elijah J. Roberts, W., 346.

Sheriff—Harmon Chamberlin, W., 464; R. K. Greenfield, D., 444.  
 Judge of Probate—John K. Smith, D., 496; David Cottrell, W., 402.  
 Register of Deeds—Horatio James, D., 43; Charles Kimball, D., 300.  
 Clerk—Horatio James, D., 40; Charles Kimball, D., 299.  
 Associate Judges—Zephaniah W. Bunce, D., 497; Edmund Carleton, W., 490; Pendleton Ogden, W., 391; Horatio N. Munson, D., 389.  
 Treasurer—John Doran, D., 383; Edmund Carleton, W., 417; Robert Scott, W., 95.  
 Coroners—Reuben Hamilton, 486; Chester Kimball, D., 466; Fred. G. Wilcox, W., 413; Ira Marks, 410.  
 Surveyor—Nathan Ward, 890.  
 Presidential Electors—David C. McKinstry, 93; John Biddle, 1.  
 Register of Deeds and County Clerk—Horatio James, D., 465.  
 Senators, 5 districts—Randolph Manning, 697; Jacob Summers, D., 722; John Clark; D., 543; Thomas M. Drake, 190; William Draper, 27.

## 1837.

Governor—Charles C. Trowbridge, W., 376; Stevens T. Mason, D., 447.  
 Lieutenant Governor—Daniel S. Bacon, 406; Edward Mundy, 426; John Biddle, 3.  
 Senators—Stephen V. R. Trowbridge, 400; Thomas I. Drake, 401; Elijah F. Cook, 408; John Barton, 404.  
 Representative—David Cottrell, 381; Ralph Wadhams, 430; John S. Heath, 220; Benjamin Cox, W., 5.  
 Congress—Isaac E. Crary, D., 310; Hezekiah G. Wells, W., 300

## 1838.

Congress—Hezekiah G. Wells, 439; Isaac E. Crary, 360.  
 Senator, 4th District—Reuben R. Smith, D., 435; Ira Porter, D., 424; Jacob Summers, W., 195; Eben B. Harrington, W., 194.  
 Representatives—True P. Tucker, W., 396; John K. Smith, D., 367.  
 Sheriff—Harmon Chamberlin, W., 425; Cummings Sanborn, D., 349.  
 Clerk and Register—Marcus H. Miles, W., 405; Horatio James, D., 370.  
 Judge of Probate—Horatio N. Monson, W., 413; Lorenzo M. Mason, D., 360.  
 Treasurer—Horatio N. Monson, W., 415; William B. Barron, D., 373.  
 County Commissioners—Justin Rice, W., 416; Zael Ward, W., 404; Ralph Wadhams, D., 371; Lyman Granger, D., 374; Charles Kimball, D., 376.  
 Coroners—Elisha B. Clark, W., 415; Henry Cottrell, 419; Reuben Hamilton, D., 371; Chester Kimball, D., 375.  
 Surveyor—Nathan Ward, W., 394; Edward H. Rose, D., 370.

## 1839.

Governor—William Woodbridge, D., 482; Elon Farnsworth, W., 345.  
 Lieutenant Governor—James W. Gordon, W., 475; Thomas Fitzgerald, D., 350.  
 Senator, 4th district—Justin Rice, W., 477; Robert P. Eldredge, D., 340.  
 Representatives—True P. Tucker, W., 445; Lorenzo M. Mason, D., 366.  
 County Commissioner—John Howard, W., 486; Joel Tucker, D., 323.

## 1840.

Presidential Electors—Thomas J. Drake, D., 517; John Van Fossen, D., 517; Hezekiah G. Wells, D., 517; Charles Moran, W., 446; Kingsley S. Bingham, W., 446; Charles E. Stewart, W., 446.  
 Congress—Jacob M. Howard, W., 514; Alpheus Felch, D., 442.  
 Senator, Fourth District—James L. Conger, W., 516; Dewitt C. Walker, D., 451.  
 Representatives—Ira Porter, W., 496; Andrew Mack, D., 455; Israel Carleton, W., 3.  
 Sheriff—Reuben Moore, W., 498; John S. Heath, D., 461.  
 Clerk—Marcus H. Miles, W., 515; Curtis Bellows, D., 453.



Treasurer—Horatio N. Monson, W., 506; William B. Barron, D., 458.  
 Judge of Probate—Benjamin C. Cox, W., 506; John M. Oakes, D., 450.  
 Register of Deeds—Marcus H. Miles, W., 512; Curtis Bellows, D., 452.  
 County Commissioner—Chester Kimball, W., 490; Ebenezer Westbrook, D., 435; Charles Kimball, D., 23.  
 Associate Judges—Edmund Carleton, W., 517; David Cottrell, W., 512; Joshua Q. Leonard, D., 449; Jonathan Burch, D., 447; Justin Rice, 1.  
 County Surveyor—Nathan Ward, W., 509; John Galbraith, D., 443.  
 Coroners—Reuben Hamilton, W., 507; Aura P. Stewart, W., 510; Grover N. Buel, 452; William Brown, D., 455.

## 1841.

Governor—John S. Barry, D., 459; Philo C. Fuller, W., 341.  
 Lieutenant Governor—Origen D. Richardson, D., 452; Edmund B. Bostwick, W., 340.  
 Senators—Jonathan Shearer, D., 465; Lyman Granger, D., 450; Josiah Snow, W., 338; Sylvester Warner, W., 324.  
 Representative—Cummings Sanborn, D., 452; John Howard, W., 283; Andrew Mack, D., 51.  
 County Commissioner—Oel Rix, D., 458; Hugh Gregg, W., 322.

## 1842.

Senators, First District—John Biddle, W., 350; Minot T. Lane, W., 351; Jonathan Shearer, D., 458; Neil Gray, D., 442.  
 Representative—Oel Rix, D., 517; David Cottrell, W., 297.  
 Sheriff—John S. Heath, D., 501; John Howard, W., 297; Joseph F. Follensbee, D., 5; William H. Carleton, W., 4.  
 Clerk—Edward C. Bancroft, D., 481; Marcus H. Miles, W., 325.  
 Treasurer—William B. Barron, D., 488; Elisha Smith, W., 335.  
 Register of Deeds—Edward C. Bancroft, D., 480; Marcus H. Miles, W., 327.  
 Surveyor—James L. Smith, D., 428; Sylvester Warner, W., 382.  
 Coroners—Alfred Comstock, D., 482; James D. Brown, D., 449; Aura P. Stewart, W., 349; James I. Vincent, W., 331.

## 1843.

Governor—John A. Barry, D., 534; Zina Pitcher, W., 408.  
 Lieutenant Governor—O. D. Richardson, D., 533; J. B. LaRue, W., 406.  
 Congress—James B. Hunt, D., 526; Thomas J. Drake, W., 405.  
 Senator, First District—Lorenzo M. Mason, D., 449; True P. Tucker, W., 449.  
 Representative—Oel Rix, D., 436; John Howard, W., 227; Joel Tucker, W., 266.

## 1844.

Presidential Electors—Louis Beaufait, 617; John Biddle, 569; Arthur L. Porter, 26.  
 Congress—James B. Hunt, 624; George W. Wisner, 56; Charles H. Stewart, 6; William Canfield, 18.  
 Senator, First District—William Hale, W., 617; Abner C. Smith, W., 616; Henry B. Holbrook, D., 566; Richard Butler, D., 566.  
 Representative—Edward C. Bancroft, D., 582; Abraham Hagan, D., 579; O. C. Thompson, W., 15.  
 Sheriff—Lyman Granger, D., 539; Anson S. Welch, W., 507; Joseph F. Follensbee, D., 121.  
 Treasurer—William B. Barron, D., 589; Duthan Northrup, W., 598.  
 Clerk—Charles Kimball, D., 649; Jacob G. Strict, W., 545.  
 Register—Charles Kimball, D., 651; Jacob G. Strict, W., 546.  
 Associate Judges—John Thorn, D., 608; Sargeant Heath, D., 650; David Cottrell, W., 555.  
 Edmund Carleton, W., 535.  
 Probate Judge—John N. Ingersoll, D., 507; Benjamin C. Cox, W., 596.  
 County Surveyor—Joseph L. Kelroy, D., 620; Guy H. Carleton, W., 540.  
 Coroners—Clark M. Mills, D., 621; James D. Brown, D., 621; John Wells, W., 578; Aura P. Stewart, W., 578.

## 1845.

Governor—Alpheus Felch, D., 474; Stephen Vickory, W., 383; James G. Birney, F. S., 56.  
 Lieut. Governor—William L. Greenly, D., 473; John M. Lamb, W., 385; Nathan M. Thomas, F. S., 54.

Senator, First District—Oel Rix, D., 437; Morgan Bates, W., 403; William Canfield, F. S., 40.  
 Representative—Hannibal Hollister, D., 465; Abram Hogan, W., 398; John Grinnell, F. S., 39.

## 1846.

Congress—George W. Wisner, W., 450; Kingsley S. Bingham, D., 569; William Canfield, N., 36.

Senators, First District—Andrew T. McReynolds, W., 550; John E. Swartz, D., 559; Robert P. Eldredge, D., 559; Jacob M. Howard, W., 448; Eben. L. Penniman, N., 448; Linus S. Gilbert, W., 453.

Representatives—Daniel B. Harrington, W., 543; John Clark, D., 433; Nathaniel W. Brooks, D., 613; John Howard, W., 407.

Sheriff—Pierce G. Wright, D., 543; Hiram Hunt, W., 434; Edward Fay, 7.

Treasurer—William B. Barron, D., 485; Duthan Northrup, W., 526.

Clerk—Daniel Follensbee, D., 489; M. H. Miles, W., 486.

Register—John J. Folkenburg, D., 437; Volney A. Ripley, W., 481.

First Judge of County Court—Joseph T. Copeland, D., 578; Benjamin C. Cox, W., 423.

Second Judge of County Court—Zepheniah W. Bunce, D., 558; Obed Smith, W., 453.

Coroners—Leonard B. Parker, D., 549; John Galbraith, D., 528; Newland S. Carpenter, W., 478; Henry Cottrell, W., 442.

Surveyor—James L. Smith, D., 598; Joseph C. Cox, W., 385.

## 1847.

Governor—Egap. Ransom, D., 579; James M. Edmonds, W., 435; Chester Gurney, N., 19.  
 Lieutenant Governor—William M. Fenton, D., 579; Hiram L. Miller, W., 435; Horace Hallock, N., 18.

Senator, First District—Charles A. Loomis, D., 612; G. R. Griswold, D., 580; J. M. Howard, W., 438; Zael Ward, W., 397.

Representatives—Reuben B. Dimond, D., 598; Elihu Granger, D., 562; Martin S. Gillett, 435; David Hart, W., 414; Joseph P. Minnie, D., 484; Marcus H. Miles, W., 485.

## 1848.

Presidential Electors—John S. Barry, 814; Jacob M. Howard, 665; F. J. Littlejohn, 82.

Congress—Kingsley S. Bingham, 844; George H. Hazelton, 679; John M. Lamb, 30.

Senators, First District—Titus Dort, 820; Jacob Summers, 812; William Woodbridge, 719; William M. Campbell, 713.

Representatives—Martin S. Gillett, D., 810; William M. St. Clair, W., 869; William L. Bancroft, D., 685; Leonard B. Parker, W., 669.

Sheriff—Pierre G. Wright, D., 853; John S. Beebee, W., 640.

Treasurer—Duthan Northrup, W., 868; Robert Scott, D., 672.

Register—Volney A. Ripley, W., 743; T. E. Barron, D., 775.

Clerk—M. H. Miles, W., 771; Daniel Follensbee, D., 764.

Judge of Probate—Z. W. Bunce, D., 36; John McNeil, W., 797; Lester Cross, N., 658.

Coroners—James D. Brown, D., 808; Oliver Dodge, D., 815; Orson E. Parker, W., 691; Henry Cottrell, W., 716.

Surveyor—Benjamin F. Luce, D., 707; David Ward, W., 816.

Inspectors of Schools—Henry H. Mather, D., 690; Morton Shearer, W., 798.

Associate Judges—Silas C. McClary, D., 1; John K. Smith, W., 1.

The Democratic County Convention met September 7, 1848, with Henry Rix, President; John Beard and M. B. Kean, Vice Presidents; L. B. Parker and John Devine, Secretaries; W. L. Bancroft, Oliver Dodge, R. B. Dimond and J. J. Falkenbury were chosen delegates to the Congressional Convention, and L. M. Mason, A. F. Ashley, T. Barron, P. G. Wright, David Mansfield and L. B. Parker, delegates to the Senatorial Convention. William T. Mitchell, member of the Com-

mittee of Resolutions, reported a series of resolutions pledging the Democracy to support the nomination of Gen. Cass.

In 1848, Gen. Lewis Cass received the nomination for President, and Gen. William O. Butler for Vice President, on what was known as the Democratic Republican ticket. John S. Barry, Lorenzo M. Mason, Thomas Fitzgerald, Horace C. Thurber, and W. T. Howell, were nominated as Presidential Electors on the same ticket. In support of those nominations, the St. Clair County Democratic Association was formed September 7, 1848. The meeting was held at St. Clair, with Henry Rix, temporary President, and John Devine, Secretary. The election of officers resulted as follows: Joseph T. Copeland, President; J. B. Comstock, Recording Secretary; Luban Tucker, Corresponding Secretary; and Daniel Follensbee, Treasurer. The Vice Presidents of the Association were: Elihu Granger, Jonathan Burch, J. H. Westbrook, John Beard, E. S. Cross, John K. Smith, J. D. Brown, C. Lindsay, W. Crandall, H. Hollister, C. Sanborn, Oel Rix, P. F. Brakenman, W. B. Barron, A. Bartlett, and Amos Dixon. The Executive Committee was composed of Horton Healy, Nelson Potter, Waldron Ward, William Worden, M. Jackson, L. B. Parker, L. Palmerly, — Irons, M. Carrington, H. L. Stevens, D. Mansfield, W. Austin, P. G. Wright, J. Tompkins, Silas Bardwell, and M. B. Kean. W. L. Bancroft and W. T. Mitchell were the organizers.

## 1849.

Second Judge to fill vacancy—John McNeil, W., 244; Israel Carleton, W., 87; Andrew Mack, D., 77; Lester Cross, D., 65; Harmon Chamberlin, W., 63.

Governor—John S. Barry, D., 734; Flavius J. Littlejohn, W., 521.

Lieut.-Governor—William M. Fenton, D., 721; George A. Coe, W., 534.

State Printer—Rensselaer W. Ingalls, D., 710; H. H. Dunkler, W., 531.

Senators, First District—Joseph T. Copeland, D., 546; Andrew Harvie, — 452; True P. Tucker, W., 646; Daniel Pittman, — 730.

Representatives—Harmon Chamberlin, W., 768; George S. Lester, D., 660; William T. Mitchell, D., 516; Leonard B. Parker, W., 195; John Clark, D., 45.

## 1850.

Delegates to State Convention, St. Clair—Lorenzo M. Mason, D., 506; Reuben B. Dimond, D., 515; John Clark, D., 493; William M. St. Clair, W., 389; Thomas Huckins, W., 253; Alvah Sweetzer, W., 318.

Secretary of State—Charles H. Taylor, D., 699; George Martin, W., 594.

Auditor General—John Sweetgles, Jr., 698; Elisha P. Champlin, 594.

State Treasurer—Bernard C. Whitmore, 699; James Berdsall, 594.

Attorney General—William Hale, 681; Austin Blair, 602.

Superintendent Public Instruction—F. W. Shearman, 698; Samuel Barstow, 593.

Judges of Supreme Court—Warner Wing, 701; Abner Pratt, 699; Sanford M. Green, 700. Henry Chipman, 591; Samuel H. Kimball, 593; Charles Draper, 593.

Congress—Charles C. Hascall, D., 640; James L. Conger, W., 647. The vote of Columbus Township was rejected.

Senators, First District—Titus Dort, 697; Henry C. Kibbee, 697; Franklin Livingstone, 594; Payne K. Leach, 594.

Representatives—James L. Smith, D., 608; Joseph P. Minnie, D., 781; Harmon Chamberlin, W., 668; Benjamin F. Luce, W., 489.

County Judge—Joseph T. Copeland, D., 550; Omar D. Conger, W., 703.

Second Judge—Henry Rix, D., 701; Christian Bartlett, W., 571.

Sheriff—Robert Scott, D., 708; Chester Kimball, W., 560.

County Clerk—Smith Falkenburg, D., 620; M. H. Miles, W., 642.

Register—Thomas E. Barron, D., 707; Volney A. Ripley, W., 566.

Treasurer—Alfred Weeks, D., 628; Duthan Northrup, W., 639.

Surveyor—Norman Nash, D., 685; Guy H. Carleton, W., 596.

Attorney—William T. Mitchell, D., 624; True P. Tucker, W., 642.

Coroners—Joseph Luff, D., 702; A. F. Ashley, D., 607; David Cottrell, W., 571; John Howard, W., 629.



1851.

Circuit Judge—Joseph T. Copeland, D., 623; Moses Wisner, W., 707.  
 Regent of University—Charles H. Palmer, D., 619; Marcus H. Miles, W., 710.  
 Governor—Robert McClelland, D., 405; Townsend E. Gidley, W., 293.  
 Lieutenant Governor—George H. Haughton, D., 293; Calvin Britain, W., 406.

1852.

Presidential Electors—John Owen, W., 852; John S. Barry, D., 1,110; Chester Gurney, N., 53.  
 Governor—Zack Chandler, W., 852; Robert McClelland, D., 1,219; Isaac P. Christiancy, N., 47.

Lieutenant Governor—David S. Walbridge, 762; Andrew Parsons, 1,195; Erastus Hussey, 54.  
 Secretary of State—George E. Pomeroy, 845; William Graves, 1,112; Francis Dennison, 75.  
 Auditor General—Whitney Jones, 844; John Sweegles, 1,122; William Wheeler, 51.  
 State Treasurer—Sylvester Abel, 838; Bernard C. Whitmore, 1,126; Silas M. Holmes, 54.  
 Attorney General—Nathaniel Bacon, 842; William Hale, 1,108; Hovey K. Clark, 55.  
 Superintendent Public Instruction—Joseph Penney, 839; F. W. Shearman, 1,112; Upton T. Howe, 59.

Commissioner Land Office—J. K. White, 838; Porter Kibbee, 1,110; Nathan Power, 61.  
 State Board of Education—Grove Spencer, 844; Sylvester Larned, 844; James R. Williams, 844; Isaac E. Crary, 1,114; Gideon O. Whitmore, 1,112; Chauncey Joslyn, D., 1,120; James A. B. Stone, 54; Edwin B. Fairfield, 54; E. N. Bartlett, 54.

Congress, Fourth District—George Bradley, 886; Hester L. Stevens, 1,122.  
 Senator, Thirty-first District—Harmon Chamberlin, W., 1,035; Daniel B. Harrington, 961.  
 Representatives—First District, James W., Sanborn, W., 481; First District, William T. Mitchell, D., 496; Second District, William H. Baker, W., 446; Second District, John P. Gleason, D., 540.  
 Judge of Probate—John McNeil, W., 1,043; Joseph P. Minnie, D., 922.  
 Treasurer—Edmund Carleton, Jr., W., 1,114; Pierce G. Wright, D., 829.  
 Sheriff—Horace A. Lathrop, W., 798; David Whitman, D., 1,076.  
 Clerk—John Raymond, W., 949; James S. Clark, D., 985.  
 Register—Fred H. Blood, W., 851; Alfred Weeks, D., 1,207.  
 Prosecuting Attorney—Smith Falkenburg, D., 1,234; William Grace, W., 54.  
 Circuit Court Commissioner—Lester Cross, D., 976; Marcus H. Miles, W., 995.  
 Surveyor—Joseph C. Cox, W., 803; David Ward, D., 1,188.  
 Coroners—John Howard, W., 843; Henry Cottrell, W., 1,090; James Demarest, D., 1,124; Stephen Partlow, D., 939.

1854.

Governor—John S. Barry, D., 933; Kingsley S. Bingham, R., 983.  
 Lieutenant Governor—William A. Richmond, D., 938; George A. Coe, R., 1,003.  
 Secretary of State—William L. Bancroft, D., 739; John McKenny, R., 1,119.  
 Auditor General—John Sweegles, D., 952; Whitney Jones, R., 966.  
 State Treasurer—Derastus Hinman, D., 936; Silas M. Holmes, R., 1,012.  
 Attorney General—Benjamin F. H. Witherill, D., 936; Jacob M. Howard, R., 977.  
 Superintendent Public Instruction—F. W. Shearman, D., 837; Ira Mayhew, R., 986.  
 Commissioner Land Office—Allen Goodridge, D., 953; Seymour B. Treadwell, R., 955.  
 State Board of Education—Chauncey Joslyn, D., 939; Elijah H. Pitcher, R., 1,012; J. R. Kelly, D., 982; Hiram Miller, R., 828.  
 Congress, Fourth District—George W. Peck, D., 897; Moses Wisner, R., 992.  
 Senator, Thirty-first District—Omar D. Conger, R., 1,239; Samuel L. Smith, D., 626.  
 Representatives—First District, William T. Mitchell, D., 346; James W. Sanborn, R., 497; Second District, Alexander Gilchrist, D., 347; Zael Ward, R., 553.  
 Sheriff—David Whitman, D., 694; James H. White, R., 1,005; Alexander H. Bartly, W., 189.  
 Treasurer—Thomas E. Barron, D., 684; Edmund Carleton, Jr., R., 1,069; William Cottrell, W., 449.  
 Attorney—William Grace, R., 1,152; True P. Tucker, D., 735.  
 Clerk—Albert A. Carleton, D., 1,045; Tubal C. Owen, R., 842.

Register—Fred H. Blood, R., 939; Angus Miller, D., 791; Lester Cross, W., 190.  
 Circuit Court Commissioners—Marcus H. Miles, R., 1,060; Cyrus Miller, D., 874.  
 County Surveyor—James H. Bacon, R., 1,010; Joseph H. Newman, D., 910.  
 Coroner—Hiram Whitcomb, D., 834; John Howard, R., 923; Isaac Kleine, 989.  
 Inspector—John E. Kelter, 625; A. E. Morse, 1.  
 Senator, Thirty-first District—Omar D. Conger, R., 1,423; Samuel L. Smith, D., 951.

## 1856.

Presidential Electors—Harmon Chamberlin, and five others, 1,807; Michael Shoemaker and five others, 1,521; George W. Perkins and five others, 21.  
 Governor—Kinsley S. Bingham, R., 1,796; Alpheus Felch, D., 1,548.  
 Lieutenant Governor—George A. Coe, R., 1,806; Ed. H. Lothrop, D., 1,545.  
 Secretary of State—John McKinney, R., 1,807; Fitz. H. Stephens, D., 1,542.  
 Auditor General—Whitney Jones, R., 1,806; D. B. Daniels, D., 1,543.  
 State Treasurer—Silas M. Holms, R., 1,798; Robert W. Davis, D., 1,544.  
 Attorney General—Jacob M. Howard, R., 1,807; Amos Gould, D., 1,544.  
 Superintendent Public Instruction—Ira Mayhew, R., 1,808; F. W. Shearman, D., 1,543.  
 Commissioner State Lands—S. B. Treadwell, R., 1,721; Allen Goodridge, D., 1,630.  
 State Board Education—George Williard, R., 1,807; Daniel Blackman, D., 1,544.  
 Congress—DeWitt C. Leach, R., 1,804; George W. Peck, D., 1,542.  
 Senator, Twenty-sixth District—Omar D. Conger, R., 1,785; John E. Kitton, D., 1,537.  
 Sheriff—James H. White, R., 1,790; John S. Kimball, D., 1,547.  
 Treasurer—Edmund Carleton, Jr., R., 1,817; William B. Barron, D., 1,510.  
 Probate Judge—Marcus H. Miles, R., 1,835; Joseph P. Minnie, D., 1,495.  
 Prosecuting Attorney—William Grace, R., 1,725; August VanBuren, D., 1,614.  
 Register—F. H. Blood, R., 1,880; Daniel Follensbee, D., 1,458.  
 County Clerk—Tubal C. Owen, R., 1,677; Albert A. Carleton, D., 1,606.  
 Circuit Court Commissioners—John McNeil, R., 1,777; John S. Crellin, D., 1,485.  
 Surveyor—David Ward, R., 1,752; James H. Bacon, D., 1,561.  
 Coroners—Daniel Leach, R., 1,801; John Howard, R., 1,805; Patrick Kennedy, D., 1,529; James S. Durfee, D., 1,539.  
 Representatives—James W. Sanborn, R., 888; John Miller, D., 997; John Clark, D., 894.  
 David Cottrell, R., 636.

## 1857.

Chief Justice—George Martin, 1,343; Samuel T. Douglass, 921.  
 Assistant Justices of Supreme Court—Randolph Manning, 1,343; Isaac P. Christianity, 1,342; James N. Campbell, 1,343; Warner Wing, 923; Abner Pratt, 921; David Johnson, 921.  
 Circuit Judge, Sixth District—Sanford M. Green, 2,201.  
 Regent of University—George W. Peck, 1,334; James B. Eldredge, 870.

## 1858.

Governor—Charles E. Stuart, 1,647; Moses Wisner, 1,732.  
 Lieutenant Governor—George C. Munro, 1,629; Edmund B. Fairfield, 1,750.  
 Secretary of State—Jonathan P. King, 1,628; N. G. Gobell, 1,752.  
 State Treasurer—Edward Kanter, 1,622; John McKinney, 1,753.  
 Auditor General—John J. Adam, 1,628; Daniel L. Case, 1,749.  
 Commissioner Land Office—John Ball, 1,619; James W. Sanborn, 1,735.  
 Superintendent Public Instruction—Daniel C. Jacokes, 1,626; John M. Gregory, 1,752.  
 Attorney General—Jabez G. Sutherland, 1,599; Jacob M. Howard, 1,754.  
 Member Board Education—Andrew Y. Moore, 1,626; Witter J. Baxter, 1,752.  
 Regent University, Sixth District—Henry Whiting, 1,707.  
 Congress, Fourth District—Robert W. Davis, D., 1,628; DeWitt C. Leach, R., 1,746.  
 Senator, Twenty-sixth District—Ralph Wadhams, D., 1,655; Omar D. Conger, R., 1,724.  
 Representatives—First District, S. L. Smith, D., 763; William Grace, R., 691. Second District, W. L. Bancroft, D., 1,053; Horace E. Bunce, R., 1,002.

Sheriff—Amos James, D., 1,799 ; Martin J. Arnold, R., 1,563.

Clerk—Albert A. Carleton, D., 1,644 ; Tubal C. Owen, R., 1,724.

Register—Patrick Kennedy, D., 1,444 ; Fred. H. Blood, R., 1,912.

Treasurer—William B. Barron, D., 1,567 ; Edmund Carleton, Jr., R., 1,810.

Prosecuting Attorney—Harvey McAlpin, D., 1,693 ; Edward W. Harris, R., 1,679.

Circuit Court Commissioner—Samuel Jamieson, D., 1,617 ; John McNeil, R., 1,753.

Surveyor—James. H. Bacon, D., 1,630 ; Israel D. Carleton, R., 1,749.

Coroners—Joseph L. Recor, D., 1,629 ; W. B. Preston, D., 1,629 ; Asa Larned, R., 1,751 ; Ezra Hazen, R., 1,749.

1859.

Chief Justice Supreme Court—George Martin, R., 1,932 ; Alpheus Felch, D., 1,563.

1860.

Presidential Electors—Hezekiah G. Wells, 2,589 ; George W. Peck, 1,955 ; Jacob Beeson, 37 ; Henry P. Bridge, 19.

Governor—Austin Blair, 2,565 ; John S. Barry, 2,018.

Lieutenant Governor—James Birney, 2,558 ; William M. Fenton, 2,025.

State Treasurer—John Owen, 2,565 ; Elon Farnsworth, 2,021.

Auditor General—L. G. Berry, 2,568 ; Henry Penoyer, 2,023.

State Secretary—James B. Porter, 2,565 ; William Frances, 2,015.

Attorney General—Charles Upson, 2,565 ; Chauncey Joslyn, 2,024.

Commissioner State Land Office—S. S. Lacey, 2,562 ; S. L. Smith, 2,024.

Superintendent Public Instruction—John M. Gregory, 2,567 ; F. W. Shearman, 2,023.

State Board of Education—Edwin Willets, 2,555 ; John N. Lyon, 2,022.

Congress—Row. E. Trowbridge, 2,573 ; Ed. H. Thompson, 2,006.

Senator, Twenty-sixth District, State Legislature—Ezra Hazen, R., 2,618 ; Dewitt C. Walker, D., 1,965.

Judge of Probate—James J. Scarritt, R., 2,516 ; John Miller, D., 2,042.

Sheriff—Elijah R. Haynes, R., 2,576 ; Amos James, D., 2,006.

Register of Deeds—Fred H. Blood, R., 2,669 ; Robert S. Baker, D., 1,890.

County Clerk—Tubal C. Owen, R., 2,468 ; Albert A. Carleton, D., 2,115.

County Treasurer—Edmund Carleton, Jr., R., 2,638 ; William B. Barron, D., 1,930.

Prosecuting Attorney—Bethuel C. Farrand, R., 2,527 ; Harvey McAlpine, D., 2,048.

Circuit Court Commissioners—John McNeil, R., 2,574 ; George W. Wilson, D., 1,990.

County Surveyor—Israel D. Carleton, R., 2,529 ; Richard Beal, D., 2,034.

County Coroners—James Bickerson, R., 2,567 ; Asa Larned, R., 2,568 ; John Tierney, D., 2,023 ; Henry Kochball, D., 2,012.

Representatives—First District, N. D. Smith, R., 1,078 ; L. B. Parker, D., 849 ; Second District, H. E. Bunce, R., 1,466 ; William T. Mitchell, D., 1,186.

Legislative Sessions—Yes, 1,425 ; No, 339.

1861.

Assistant Judge Supreme Court—Randolph Manning, 1,411 ; C. I. Walker, 176 ; John McNeil, 40.

1862.

Governor—Byron G. Stout, 1,969 ; Austin Blair, 1,660.

Lieutenant Governor—Henry H. Riley, 1,962 ; Charles S. May, 1,669.

State Treasurer—C. C. Trowbridge, 1,947 ; John Owen, 1,689.

Auditor General—Rodney C. Paine, 1,944 ; Emil Anneke, 1,693.

State Secretary—William R. Montgomery, 1,949 ; James B. Porter, 1,687.

Attorney General—John T. Holmes, 1,945 ; Albert Williams, 1,691.

Superintendent Public Instruction—T. H. Sinex, 924 ; John M. Gregory, 1,697 ; Samuel Clement, 1,013.

Commissioner State Land Office—Charles H. Heyerman, 1,933 ; Samuel S. Lacey, 1,687.

Members Board of Education—Daniel E. Brown, 1,948 ; Edwin Dorsch, 1,687.



Representative in Congress—August C. Baldwin, 1,940; R. E. Trowbridge, 1,697.

Senator, Twenty-fifth District—Leonard B. Parker, D., 1,855; Ezra Hazen, R., 1,777.

Representatives—First District, Abram Smith, D., 865; Eugene Smith, R., 697. Second District, John Miller, D., 577; Newell Avery, R., 529; Third District, Oel Rix, D., 469; John Grinnell, R., 485.

Sheriff—David Whitman, D., 1,763; Elijah R. Haynes, R., 1,859.

Treasurer—Henry John, D., 1,934; Edmund Carleton, Jr., R., 1,709.

Register—Charles H. Waterloo, D., 1,888; Fred H. Blood, R., 1,738.

Clerk—George F. Collins, D., 1,935; Tubal C. Owen, R., 1,669.

Prosecuting Attorney—O'Brien J. Atkinson, D., 1,871; Bethuel C. Farrand, R., 1,754.

Circuit Court Commissioners—Joseph F. Merrill, D., 1,841; George F. Collins, D., 1,941; William Grace, R., 1,680; John McNeil, R., 1,730.

County Surveyor—Israel D. Carleton, R., 1,833; Asa R. Stowell, D., 1,711.

County Coroners—Ora P. Stewart, D., 1,954; Herman Herzog, D., 1,940; Asa Larned, R., 1,680; Dan Daniels, R., 1,677.

#### 1863.

Regents of University—Henry C. Knight, 1,698; Thomas D. Gilbert, 1,699; Edward C. Walker, 1,721; J. E. Johnson, 1,721; George Willard, 1,702; James A. Swezey, 1,699; Thomas J. Joslyn, 1,723; Alva Sweetzer, 1,694; Oliver C. Comstock, 1,779; William A. Moore, 1,769; Zina Pitcher, 1,756; Nathaniel A. Balch, 1,749; Charles H. Richmond, 1,770; Adam L. Roof, 1,777; Elijah F. Burt, 1,776; Joseph Coulter, 1,752.

Associate Judge Supreme Court—David Johnson, 1,746; James V. Campbell, 1,746.

Circuit Judge, Sixth District—Sanford M. Green, 1,791; Zeph. B. Knight, 1,696.

#### 1864.

Presidential Electors—R. C. Beecher, 1,808; George W. Peck, 2,063.

Governor—Henry H. Crapo, 1,816; William M. Fenton, 2,064.

Lieutenant Governor—Eben O. Grosvenor, 1,818; Martin S. Bracket, 2,065.

State Secretary—James B. Porter, 1,817; George B. Turner, 2,064.

Auditor General—Emil Anneke, 1,817; Charles W. Butler, 2,065.

State Treasurer—John Owen, 1,747; George C. Munro, 2,021.

Attorney General—Albert Williams, 1,745; Levi Bishop, 2,013.

Commissioner State Land Office—Cyrus Hewitt, 1,749; George M. Rich, 2,009.

Superintendent Public Instruction—Oramil Hosford, 1,745; John D. Pierce, 2,012.

State Board of Education—Wester J. Baxter, 1,745; O. C. Comstock, 2,011.

Associate Judge Supreme Court to fill vacancy—Thomas M. Cooley, 1,747; Alpheus Felch, 2,013.

Congress, Fifth District—Rowland E. Trowbridge, 1,746; August C. Baldwin, 2,012.

Senator, Twenty-fifth District—William Sanborn, R., 2,005; William L. Bancroft, D., 2,129.

Sheriff—Andrew J. Cummings, R., 2,078; Samuel Russell, D., 2,143.

Clerk—David D. O'Dell, R., 2,039; George F. Collins, D., 2,168.

Register—David D. Fish, R., 2,028; Charles H. Waterloo, D., 2,196.

County Treasurer—Harmon Herzog, R., 2,040; Henry John, D., 2,176.

Judge of Probate—Edward W. Harris, R., 2,093; Dewitt C. Walker, D., 2,130.

Prosecuting Attorney—Tubal C. Owen, R., 2,065; O'Brien J. Atkinson, D., 2,144.

County Surveyor—Asa R. Stowell, R., 2,087; Horatio G. Robbins, D., 2,139.

Circuit Court Commissioners—John McNeil, R., 2,070; William Grace, R., 2,084; George F. Collins, D., 2,146; Joseph F. Merrill, D., 2,125.

County Coroners—Asa Larned, R., 2,085; James P. Hagerman, R., 2,076; Alfred E. Fetchet, D., 2,139; John P. Quick, D., 2,141.

Representatives—First District, Samuel Roberts, R., 876; B. S. Horton, D., 963. Second District, Edgar White, R., 614; Cyrus Miles, D., 707. Third District, Ezra Hazen, R., 557; J. J. Boyce, D., 444.

#### 1865.

Associate Judge Supreme Court—Isaac P. Christiancy, R., 1,516.

Regents of University—Edward C. Walker, R., 1,320; George Willard, R., 1,320; Eben Wells, D., 368; O. C. Comstock, D., 369.

## 1866.

Governor—Henry H. Crapo, 2,566; Alpheus S. Williams, 2,105.  
 Lieutenant Governor—Dwight May, 2,575; John G. Parkhurst, 2,099.  
 State Secretary—O. L. Spaulding, 2,576; B. M. Thompson, 2,098.  
 State Treasurer—Eben O. Grosvenor, 2,576; Luther H. Trask, 2,098.  
 Commissioner of State Land office—Benjamin D. Pritchard, 2,572; Louis Dillman, 2,102.  
 Attorney General—William L. Stoughton, 2,576; George Gray, 2,098.  
 Superintendent Public Instruction—Oramel Hosford, 2,575; Samuel Clements, Jr., 2,098.  
 Member School Board of Education—Edwin Willets, 2,576; J. W. Berchmore, 2,098.  
 Auditor General—William Humphrey, 2,576; George Spaulding, 2,098.  
 Congress—R. E. Trowbridge, R., 2,548; William L. Bancroft, D., 2,121.  
 Senator, Twenty-fourth District—William Sanborn, R., 2,634; Thomson J. Hudson, D., 2,038.  
 Representatives—First District, M. H. Miles, R., 893; B. S. Horton, D., 764; N. E. Boynton, W., 262. Second District, Edward Vincent, R., 723; J. L. Newell, D., 730. Third District, George A. Funston, R., 774; Oliver Dodge, D., 497.  
 Sheriff—W. H. Dunphy, R., 2,631; Samuel Russell, D., 2,033.  
 Clerk—Hazzard P. Wands, R., 2,547; William R. Andrus, D., 2,117.  
 Treasurer—Val. A. Saph, R., 2,537; Henry Johr, D., 2,130.  
 Register—Fred H. Blood, R., 2,600; Charles H. Waterloo, D., 2,057.  
 Prosecuting Attorney—Edward W. Harris, R., 2,662; George F. Collins, D., 2,008.  
 Circuit Court Commissioners—Fred C. Harrington, R., 1,098; Charles F. Harrington, R., 1,471; William Grace, R., 2,569; George W. Wilson, D., 2,086; Horatio G. Robbins, D., 2,059.  
 Coroners—Asa Larned, R., 2,572; John Nicol, R., 2,576; J. D. Brown, D., 988; Patrick Kennedy, D., 2,083; James G. Brown, D., 1,082.  
 Surveyor—James S. Kennetick, R., 2,515; H. G. Robbins, D., 1,969; W. L. Bancroft, D., 111.

## 1867.

Judge Supreme Court—Benjamin F. Graves, R., 2,055; Sanford M. Green, D., 1,897.  
 Regent of University—Thomas D. Gilbert, R., 2,106; Hiram A. Burt, R., 2,089; William M. Ferry, Jr., D., 1,826; Eben Wells, D., 1,826.  
 Circuit Judge, Sixth District—James S. Dewey, R., 1,826; William T. Mitchell, D., 2,128.  
 County Superintendent of Schools—John C. Clarke, R., 2,077; Eno L. Freeman, D., 1,870.  
 Delegates to County Convention—Marcus H. Miles, R., 2,127; Omar D. Conger, R., 2,144; Ezra Hazen, R., 2,090; George W. Wilson, D., 1,788; William T. Mitchell, D., 1,848; Oel Rix, D., 1,780.

## 1868.

Presidential Electors—Charles M. Crosswell, 3,060; Peter White, 2,706.  
 Governor—Henry P. Baldwin, 3,055; John Moore, 2,713.  
 Lieutenant Governor—Morgan Bates, 3,058; Salathiel C. Coffinberry, 2,714.  
 Secretary of State—O. L. Spaulding, 3,059; Richard Baylis, 2,715.  
 State Treasurer—Eben O. Grosvenor, 3,058; John F. Miller, 2,714.  
 Auditor—William Humphrey, 3,058; Louis Dillman, 2,714.  
 Attorney General—Dwight May, 3,044; August C. Baldwin, 2,724.  
 Superintendent Public Instruction—Oramel Hosford, 3,056; Duane Doty, 2,717.  
 Commissioner of Land office—Benjamin D. Pritchard, 3,055; Henry Grinnell, 2,715.  
 State Board of Education—Daniel E. Brown, 3,058; Isaac W. Bush, 2,714.  
 Congress—Omar D. Conger, R., 3,097; Byron G. Stout, D., 2,668.  
 Senator, Twenty-fourth District—Bela W. Jenks, R., 3,068; Leonard B. Parker, D., 2,698.  
 Representatives—First District, Nathan S. Boynton, R., 1,148; Benjamin S. Horton, D., 1,030. Second District, Edward Vincent, R., 932; Cyrus Miles, D., 958. Third District, William W. Hartson, R., 987; John A. Lamb, D., 695.  
 Probate Judge—Edward W. Harris, R., 3,062; DeWitt C. Walker, D., 2,702.  
 Sheriff—Edward Potter, R., 3,023; Samuel Russell, D., 2,744.

Clerk—Hazzard P. Wands, R., 2,987; Albert A. Carleton, D., 2,772.  
 Treasurer—Val. A. Saph, R., 3,059; Alexander Gilchrist, D., 2,706.  
 Register—Fred H. Blood, R., 3,090; Thomas Kennedy, D., 2,678.  
 Prosecuting Attorney—Charles F. Harrington, R., 3,061; George W. Wilson, D., 2,706.  
 Circuit Court Commissioners—William Grace, R., 3,046; B. C. Farrand, R., 3,056; Joseph F. Merrill, D., 2,667; George F. Collins, D., 2,718.  
 Coroner—John Nicol, D., 3,054; Asa Larned, R., 3,052; Aura P. Stewart, D., 2,718; Samuel Edison, D., 2,717.  
 County Surveyor—Parker M. Brown, R., 3,061; Sands C. Carpenter, D., 2,700.

## 1869.

Judge Supreme Court—Thomas M. Cooley, R., 2,344; D. Darwin Hughes, D., 2,230.  
 Regents of University—Jonas H. McGowan, R., 2,339; Joseph Estabrook, R., 2,329; John F. Miller, D., 2,245; John M. B. Sill, D., 2,236.  
 Circuit Judge, Sixteenth Judicial District—Elisha F. Mead, 1,962; William T. Mitchell, 2,586.  
 County Superintendent of Schools—John C. Clarke, R., 2,332; DeWitt C. Walker, D., 2,228.  
 County Drain Commissioner—George A. Funston, R., 2,472; George A. Granger, D., 2,022.

## 1870.

Representative to fill vacancy—Tubal C. Owen, R., 192; Benjamin L. Horton, D., 68.  
 Governor—Henry P. Baldwin, R., 2,495; Charles C. Comstock, D., 2,216; Henry Fish, T., 193.  
 Lieutenant Governor—Morgan Bates, R., 2,519; Jacob A. S. Wendell, D., 2,254; Emory Curtis, T., 128.  
 Secretary of State—Daniel Striker, R., 2,520; Jonathan W. Flanders, D., 2,261; John Evans, T., 124.  
 Auditor—William Humphrey, R., 2,521; Charles W. Butler, D., 2,260; Charles R. Carpenter, T., 121.  
 Treasurer—Victory P. Collier, R., 2,520; Andrew J. Bowen, D., 2,260; Luman R. Atwater, T., 124.  
 Commissioner of Land office—Charles E. Edmonds, R., 2,520; J. G. Hubinger, D., 2,261; James H. Hartwell, T., 124.  
 Attorney General—Dwight May, R., 2,518; John Wilkinson, D., 2,204; E. G. Fuller, T., 1,210.  
 Superintendent Public Instruction—Oramel Hosford, R., 2,516; Duane Doty, D., 2,263; Asa Mahan, T., 126.  
 State Board of Education—Witter J. Baxter, R., 2,524; W. Irving Bennett, D., 2,253; Eben Hunt, T., 114.  
 Congress—Omar D. Conger, R., 2,646; Byron G. Stout, D., 2,143; James S. Stewart, T., 107.  
 Senator, Twenty-fourth District—Bela W. Jenks, R., 2,427; Cyrus Mills, D., 2,316; John Beard, T., 114.  
 Representatives—First District, Tubal C. Owen, R., 808; Joseph T. S. Minnie, D., 881. Second District, Fred L. Wells, R., 828; Samuel L. Boyer, D., 830. Third District, Ezra Hazen, R., 889; Drury F. Willoughby, D., 616.  
 Sheriff—Edward Potter, R., 2,392; Joseph Stitts, D., 2,394; William Baird, T., 109.  
 Clerk—Hazzard Wands, R., 2,525; George F. Collins, D., 2,248; Norman Smith, T., 117.  
 Treasurer—Robert Thompson, R., 2,503; Nelson Potter, D., 2,273; James Boyce, T., 109.  
 Register—Frank Whipple, R., 2,206; John A. Lamb, D., 2,336; F. H. Blood, 162; James Bingham, 150.  
 Attorney—Charles F. Harrington, R., 2,574; Herman W. Stevens, D., 2,136; Bethuel C. Farrand, T., 166.  
 Surveyor—Parker M. Brown, R., 2,559; George W. Lyddy, D., 2,221.  
 Circuit Court Commissioner—William Grace, R., 2,417; Nathan E. Thomas, R., 2,419; DeWitt C. Walker, D., 2,201; John Ward Hill, D., 2,201; Joseph F. Merrill, T., 102; Anson E. Chadwick, T., 115.  
 Coroner—Thomas J. Nicoll, R., 2,534; Asa Larned, R., 2,525; James Demarest, D., 2,249; James D. Brown, D., 2,330; Isaac Wilkins, T., 116; C. W. Robinson, T., 122.



## 1871.

Regents of University—Claudius B. Grant, R., 2,435; Charles Rynd, R., 2,436; John M. B. Sill, D., 2,484; Charles B. Fenton, D., 2,483; William W. Baldwin, T., 46; Joseph S. Tuttle, T., 46.  
 County Drain Commissioner—Moses F. Carleton, R., 2,705; Charles McMillan, D., 2,307.  
 County Superintendent of Schools—George P. Whitmore, R., 2,545; William H. Little, D., 2,429.

## 1872.

Presidential Electors—Eben B. Ward, R., 3,321; George V. N. Lathrop, D., 2,234; Austin Wales, N., 21; Charles P. Russell, Pro., 49.  
 Governor—John J. Bagley, R., 3,302; Austin Blair, D., 2,283.  
 Lieutenant Governor—Henry H. Holt, R., 3,315; John C. Blanchard, D., 2,300; William G. Brown, N., 46; Charles Woodruff, Pro., 21.  
 Secretary of State—Daniel C. Striker, R., 3,324; George H. House, D., 2,301; Thomas C. Cutler, N., 21; John Evans, Pro., 45.  
 State Treasurer—Victory P. Collier, R., 3,327; Joseph A. Holton, D., 2,298; Clement M. Davison, N., 21; Ellis C. Manchester, Pro., 44.  
 Commissioner of State Land Office—Leverett A. Clapp, R., 3,326; George H. Murdock, D., 2,299; Ira D. Crouse, N., 21; Joseph S. Tuttle, Pro., 44.  
 Attorney General—Byron D. Ball, R., 3,324; D. D. Hughes, D., 2,303; William A. Clark, N., 20; Daniel P. Sagendorph, Pro., 44.  
 Auditor General—William Humphrey, R., 3,324; Neil O'Hearn, D., 2,301; Cyrus Peabody, N., 21; William Almon, Pro., 44.  
 Superintendent Public Instruction—Daniel B. Briggs, R., 3,324; William Stearns, D., 2,302; Alfred Sawyer, N., 21; Myron A. Dougherty, Pro., 43.  
 Member State Board of Education—Edward Dorsch, R., 3,324; Edward Feldner, D., 2,302; Christian Vanderveen, N., 21; Martin V. Brown, Pro., 44.  
 Congress—Omar D. Conger, R., 3,321; John H. Richardson, D., 2,337.  
 Senator, Twenty-second District—Fred L. Wells, R., 3,189; George L. Cornell, D., 2,491.  
 Representatives—First District, Lawrence T. Remer, R., 948; J. Ward Hill, D., 837. Second District, Henry Howard, R., 1,151; Samuel L. Boyce, D., 1,016. Third District, Thomas H. Bottomley, R., 946; DeWitt C. Walker, D., 755.  
 Judge of Probate—N. E. Thomas, R., 3,254; Val. A. Saph, D., 2,407.  
 Sheriff—John B. Kendall, R., 2,931; Joseph Stitt, D., 2,757.  
 Clerk—Moses F. Carleton, R., 3,500; Carroll S. Fraser, D., 2,176.  
 Register—William W. Hartson, R., 3,157; John A. Lamb, D., 2,524.  
 Treasurer—John Johnston, R., 3,364; August Ludwig, D., 2,315.  
 Prosecuting Attorney—William Grace, R., 3,392; Anson E. Chadwick, D., 2,287.  
 Circuit Court Commissioner—Alexander R. Avery, R., 3,345; Jabez B. Waldron, R., 3,283; George F. Collins, D., 2,311; Herman W. Stevens, D., 2,372.  
 County Surveyor—Parker M. Brown, R., 3,381; John M. Hoffman, D., 2,290.  
 Coroners—Asa Larned, 3,328; George H. Cottrell, 3,342; Malcom McKay, 2,354; Peter Rider, 2,343.

## 1873.

Judge of Supreme Court—Isaac P. Christiancy, R., 4,732.  
 Regents of University—Edward Walker, R., 2,617; Andrew Climie, R., 2,587; Duane Doty, D., 2,126; Andrew M. Fitch, D., 2,129.  
 County Superintendent of Schools—Miles H. Carleton, R., 2,096; George R. Whitmore, Pro., 794; Daniel G. Jones, D., 1,826.

## 1874.

Governor—John J. Bagley, R., 2,900; Henry Chamberlin, D., 2,484; Charles K. Carpenter, Pro., 61.  
 Lieutenant Governor—Henry H. Holt, R., 2,937; Fred Hall, D., 2,379; J. W. Turner, N., 60; T. A. Granger, Pro., 63.  
 State Secretary—E. G. D. Holden, R., 2,937; George H. House, D., 2,442; Samuel W. Baker, Pro., 62.

Treasurer of State—William B. McCreery, R., 2,934; Joseph M. Sterling, D., 2,443; James I. Mead, Pro., 62.

Commissioner State Land Office—Leo A. Clapp, R., 2,930; Chauncey W. Green, D., 2,441; T. S. Skinner, Pro., 68.

Auditor General—Ralph Ely, R., 2,937; John L. Evans, D., 2,442; Joseph Newman, P., 62.

Member State Board Education—Edgar Rexford, R., 2,936; Ed W. Andrews, D., 2,377; Carroll S. Fraser, N., 68; John D. Lewis, Pro., 57.

Superintendent of Public Instruction—Daniel B. Briggs, R., 2,925; Duane Doty, D., 2,452; John Evans, Pro., 58.

Attorney General—Andrew J. Smith, R., 2,935; Martin V. Montgomery, D., 2,444; Albert Williams, Pro., 60.

Congress—Omar D. Conger, R., 3,162; Enos Goodrich, D., 2,226; Henry Fish, Pro., 21.

Senator, Twenty-second District—Fred L. Wells, R., 2,910; DeWitt C. Walker, D., 2,464; George L. McElhenney, Pro., 51.

Representatives—First District, L. T. Remer, R., 867; W. H. Little, D., 741. Second District, Henry Howard, R., 1,242; John F. Talbot, D., 861; Alex. McNaughton, Pro., 38. Third District, John Berke, R., 910; Richard Shutt, D., 689.

Sheriff—John B. Kendall, R., 2,972; James Gain, D., 2,394; Loren B. Forster, Pro., 50.

Clerk—Moses F. Carleton, R., 2,959; Albert A. Carleton, D., 2,362; H. P. Stoughton, N., 55; George Morden, Pro., 40.

Treasurer—Charles D. Thompson, R., 3,344; John E. Miller, D., 2,042; Frederic Saunders, N., 47.

Register—William W. Hartson, R., 2,971; John A. Lamb, D., 2,402; James H. Smith, N., 49.

Prosecuting Attorney—Alexander R. Avery, R., 3,031; William F. Atkinson, D., 2,324; Anson E. Chadwick, N., 46.

County Surveyor—Eli B. Chamberlin, R., 2,998; Sands C. Carpenter, D., 2,371; Thomas W. Stevens, N., 53.

Circuit Court Commissioners—Herman W. Stevens, R., 2,974; William Baird, R., 2,962; Thomas H. Wallace, D., 2,357; J. Ward Hill, D., 2,335; Bethuel C. Farrand, N., 50; William R. Goodwin, N., 43.

Coroners—Asa Larned, R., 2,943; John Nicoll, R., 2,935; Julius A. McMartin, D., 2,429; Gus. Straus, D., 2,374; Whipple Wheeler, N., 63; P. G. Schrara, N., 56.

Woman Suffrage—For, 912; Against, 3,427. For Constitutional Amendments, 1,025 voted for and 3,058 against.

#### 1875.

Circuit Judge, Sixteenth District—Edward W. Harris, R., 5,340.

Regents of University—Samuel S. Walker, R., 3,092; Byron M. Cutcheon, R., 3,091; Samuel F. Douglass, D., 2,223; Peter White, D., 2,223.

Justice Supreme Court—Benjamin F. Graves, R., 5,334; Lyman D. Norris, 2,206; Isaac Marston, 3,120.

#### 1876.

Presidential Electors—William A. Howard, 4,067; George V. N. Lathrop, 3,710; M. W. Field, 113; Charles K. Carpenter, 8.

Governor—Charles M. Crosswell, 4,058; William L. Webber, 3,719; Levi Sparks, 112; Albert Williams, 8.

Lieutenant Governor—Alonzo Sessions, 4,065; Julius Houseman, 3,819; Emory Curtiss, 8.

Secretary of State—E. G. D. Holden, 4,667; George H. House, 3,713; Albert Stegeman, 112; Merit Moore, 8.

State Treasurer—William B. McCreery, 4,064; John G. Parkhurst, 3,821; A. L. Chubb, 8.

Commissioner State Land Office—Benjamin F. Partridge, 4,051; J. B. Fenton, 3,735; J. H. Richard, 100; E. L. Brewer, 8.

Auditor General—Ralph Ely, 4,055; Fred M. Holloway, 3,818.

Superintendent Public Instruction—Horace S. Tarbell, 4,178; Zel. Truesdell, 3,712.

Attorney General—Otto Kirchner, 4,068; Martin Morris, 3,709; A. J. Chipman, 104.

Members State Board Education—W. J. Baxter, R., 4,063 ; Charles I. Walker, D., 3,713 ; Ethan R. Clark, 103.

Congress—Omar D. Conger, R., 4,014 ; Anson E. Chadwick, D., 3,731 ; Henry Whiting, G. B., 119.

Senator Twenty-first District—Crocket McElroy, R., 4,002 ; George W. Carleton, D., 3,772 ; Simon Langell, G. B., 101.

Representatives—First District, Charles F. Moore, R., 1,303 ; John Brakeman, D., 1,237 ; Peter Wood, G. B., 55. Second District, Charles F. Harrington, R., 1,216 ; Nathan S. Boynton, D., 1,126. Third District, John D. Jones, R., 1,590 ; Stephen G. Taylor, D., 1,281.

Sheriff—John M. Hart, R., 3,890 ; George A. Carleton, D., 3,828 ; Henry W. Clark, G. B., 158. Probate Judge—N. E. Thomas, R., 4,021 ; Samuel Russell, D., 3,738 ; Jared Kibbee, G. B., 106.

Clerk—Moses F. Carleton, R., 3,981 ; Jacob L. Kellar, D., 3,749 ; Patrick A. McGinn, G. B., 128.

Treasurer—John Johnston, R., 4,064 ; Samuel O. Welch, D., 3,672.

Register—William W. Hartson, R., 4,181 ; Daniel Foley, D., 3,525 ; Charles S. Wam, G. B., 159.

Prosecuting Attorney—Alexander R. Avery, R., 3,991 ; William D. Wright, D., 3,780 ; Milo E. Marsh, G. B., 99.

County Surveyor—Parker M. Brown, R., 4,064 ; Israel D. Carleton, D., 3,692 ; Alexander Sinclair, G. B., 102.

Circuit Court Commissioners—Herman W. Stevens, R., 4,050 ; William Grace, R., 4,050 ; Charles Dodge, D., 3,735 ; Peter N. Packard, D., 3,724.

Coroners—Asa Larned, R., 4,035 ; Chester Kimball, R., 4,061 ; Julius A. McMartin, D., 3,729 ; James D. Brown, D., 3,723 ; Norman Strevel, G. B., 99 ; John D. Gleason, G. B., 97.

## 1877.

Justices of Supreme Court—Thomas M. Cooley, R., 2,988 ; Henry F. Severns, D., 2,853.

Regents of University—Victory P. Collier, R., 2,980 ; George L. Maltz, R., 2,982 ; Anson E. Chadwick, D., 2,858 ; John Lewis, D., 2,854.

## 1878.

Governor—Charles M. Crosswell, R., 2,998 ; Orlando M. Barnes, D., 2,404 ; Henry S. Smith, N., 1,466.

Lieutenant Governor—Alonzo Sessions, R., 3,001 ; Alfred P. Swineford, D., 2,403 ; Lysander Woodward, N., 1,464.

Secretary of State—William Jenny, R., 3,002 ; George H. Murdoch, D., 2,402 ; George H. Bruce, N., 1,376.

State Treasurer—Benjamin D. Pritchard, R., 3,002 ; Alexander McFarlin, D., 2,394 ; Herman Groeschel, N., 1,475.

Auditor General—W. Irving Latimer, R., 3,002 ; William T. Schermerhorn, D., 1,092 ; Levi Sparks, N., 1,466.

Commissioner State Land Office—James M. Neasmith, R., 3,002 ; George Lord, D., 2,403 ; John A. Elder, N., 1,466.

Attorney General—Otto Kirchner, R., 3,000 ; Allen B. Morse, D., 2,404 ; Frank Dumon, N., 1,466.

Superintendent Public Instruction—Cornelius A. Gower, R., 3,005 ; Zelotis Truesdel, D., 2,399 ; David Parson, N., 1,466.

Member State Board Education—George F. Edwards, R., 3,001 ; Edwin F. Uhl, D., 2,404 ; George E. Hubbard, N., 1,466.

Senator Twenty-first District—Crockett McElroy, R., 2,995 ; Dewitt C. Walker, D., 2,345 ; William W. Hartson, G. B., 1,494.

Congress—Omar D. Conger, R., 2,953 ; William T. Mitchell, D., 2,473 ; Charles F. Mallary, G. B., 1,420.

Representatives—First District, Charles F. Moore, R., 952 ; Palmer S. Carleton, D., 960 ; Albert E. Burt, G. B., 169. Second District, James H. White, R., 903 ; Henry J. Olney, D., 781 ; John Mc-



Gill, G. B., 424. Third District, James R. McGurk, R., 1,201; William H. Butler, D., 694; William O'Connor, G. B., 756.

Sheriff—John Hilton, R., 3,059; George A. Carleton, D., 2,367; Charles Kapp, G. B., 1,449.

Register—Henry C. Mansfield, R., 2,926; Lewis Atkins, D., 2,595; John A. Lamb, G. B., 1,323.

Treasurer—Edward Vincent, R., 3,073; August C. Gray, D., 2,305; John Kinney, G. B., 1,476.

Clerk—Horace Baker, R., 3,040; William Power, D., 2,362; Wallace Ames, G. B., 1,445.

Prosecuting Attorney—Del. C. Huntoon, R., 2,538; Elliott G. Stevenson, D., 2,829; William D. Wright, G. B., 1,474.

Circuit Court Commissioner—John McNeil, R., 2,986; William Baird, R., 2,969; Charles K. Dodge, D., 2,261; William M. Cline, D., 2,237; James J. Barry, G. B., 1,640.

County Surveyor—Parker M. Brown, R., 3,023; Israel D. Carleton, D., 2,376; Alexander Sinclair, G. B., 1,458.

Coroners—Asa Larned, R., 2,994; Chester Kimball, R., 2,987; Julius Granger, D., 2,395; Louis O. Senghas, D., 2,405; William P. Edison, G. B., 1,464; Samuel L. Aldrich, G. B., 1,449.

#### 1879.

Justice of Supreme Court—James V. Campbell, R., 3,189; John B. Shipman, D., 3,709.

Regents of University—Eben O. Grosvenor, 3,183; James Shearer, 3,171; George P. Sanford, 3,716; Henry Whiting, 3,729.

#### 1880.

Presidential Electors—Garfield, R., 4,241; Hancock, D., 3,439; Weaver, G. B., 758; Pro., 7.

Governor—David H. Jerome, R., 4,086; Fred M. Holloway, D., 3,570; David Woodman, G. B., 748; Isaac W. McKeever, Pro., 6.

Lieutenant Governor—Moreau S. Crosby, R., 4,139; Edward H. Thompson, D., 3,511; Sullivan Armstrong, G. B., 756; D. H. Stone, Pro., 7.

Secretary of State—William Jenny, R., 4,229; Willard Stearns, D., 3,434; Ira D. Crouse, G. B., 762; John Evans, Pro., 7.

State Treasurer—Benjamin D. Pritchard, R., 4,231; Isaac M. Weston, D., 3,432; John M. Morton, G. B., 761; Arthur D. Power, Pro., 7.

Auditor General—W. I. Latimer, R., 4,227; Richard Moore, D., 3,436; S. B. Heverlo, G. B., 762; Watson Schneider, Pro., 7.

Commissioners State Land Office—James M. Neasmith, R., 4,227; James J. David, D., 3,436; John A. Elder, G. B., 762; Porter Beal, Pro., 7.

Attorney General—Jacob J. Van Riper, R., 4,227; H. P. Henderson, D., 3,436; William Newton, G. B., 762; Milton M. Burnham, Pro., 7.

Superintendent Public Instruction—Cor. A. Power, R., 4,224; Zelotis Truesdel, D., 3,435; David Parsons, G. B., 765; William H. Moore, Pro., 7.

Members State Board Education—Edgar Rexford, R., 4,227; Albert Cram, D., 3,436; V. V. B. Merwin, G. B., 762; Uriah R. Evans, Pro., 7.

Congress Seventh District—Omar D. Conger, R., 4,182; Cyrenius P. Black, D., 3,512; John J. Watkins, G. B., 713.

Senator—James R. McGurk, R., 4,243; Abram Smith, D., 3,405; Val. A. Saph, G. B., 741.

Representatives—First District, Calvin A. Blood, R., 1,359; Palmer S. Carleton, D., 1,250; Paul Vollmar, G. B., 73; William O'Connor, Pro., 12. Second District, James H. White, R., 1,239; William Jenkenson, D., 1,157; William B. Southwick, G. B., 207. Third District, William H. Balentine, R., 1,684; William O'Connor, G. B., 1,416.

Judge of Probate—Joseph W. Avery, R., 4,125; De Witt C. Walker, D., 3,622; John McGill, G. B., 647; Silas Wright, Pro., 10.

Sheriff—John Hilton, R., 4,430; James Demarest, D., 3,214; George M. D. Graves, G. B., 743; Mamard Butts, Pro., 17.

County Clerk—Horace Baker, R., 4,246; Marshal D. Frink, D., 3,334; Charles Nelson, G. B., 795; John Woodard, Pro., 10.

Register—Henry C. Mansfield, R., 4,245; John W. Gustin, D., 3,287; John S. Duffie, G. B., 837; George W. Stone, Pro., 10.

Treasurer—Edward C. Recor, R., 3,906; Charles Greib, D., 3,693; John Kinney, G. B., 798.  
 Attorney—William Grace, R., 4,055; Elliott G. Stevenson, D., 3,947.

Circuit Court Commissioners—Albert A. Carleton, R., 4,201; John McNeil, R., 4,220; John B. McIlwain, D., 3,515; James J. Barry, D., 3,491.

County Surveyor—Parker M. Brown, R., 4,240; Israel D. Carleton, D., 3,423; Alexander Sinclair, G. B., 754.

Coroners—John Nicoll, R., 4,211; James Bingham, R., 4,204; William E. Leonard, D., 3,472; C. T. Smith, D., 3,434; M. C. Cronk, G. B., 733; Samuel T. Aldrich, G. B., 726; Isaiah Butler, Pro., 15.

The bridge or tunnel across Detroit River was favored in St. Clair County by a vote of 208, and opposed by one of 4,063.

1881.

Justice of Supreme Court—Isaac Marston, R., 3,775; August C. Baldwin, D., 2,592; John B. Shipman, G. B., 565; Charles G. Hyde, Pro., 26.

Regents of University—James F. Joy, R., 3,769; Austin Blair, R., 3,768; George V. N. Lathrop, D., 2,592; Henry Fralick, D., 2,592; Charles J. Willett, G. B., 567; David Parsons, G. B., 565; Isaac W. McKeever, Pro., 26; E. O. Newell, Pro., 26.

Congress—John T. Rich, R., 3,717; Cyrenius P. Black, D., 2,649; John Kinney, G. B., 587.

Circuit Judge—Herman W. Stevens, R., 3,645; William T. Mitchell, D., 2,664; Val. A. Saph, G. B., 555.

1882.

Governor—D. H. Jerome, R., 3,400; J. W. Begole, F., 3,519. Begole's majority, 119.

Lieutenant Governor—M. S. Crosby, R., 3,465; E. Pringle, F., 3,495. Pringle's majority, 30.

Secretary of State—H. A. Conant, R., 3,464; W. Shakespeare, F., 3,501. Shakespeare's majority, 37.

State Treasurer—E. H. Butler, R., 3,480; L. S. Coman, F., 3,485. Coman's majority, 5.

Auditor General—W. C. Stevens, R., 3,469; J. Blair, F., 3,396. Blair's majority, 27.

Congress—John T. Rich, R., 3,210; Ezra C. Carleton, F., 3,766. Carleton's majority, 556.

Sheriff—William B. Morse, R., 3,457; Frank L. Follensbee, F., 3,490. Follensbee's majority, 33.

Clerk—Horace Baker, R., 3,518; C. S. Warn, F., 3,442. Baker's majority, 76.

Treasurer—Edward C. Recor, R., 3,405; Richard Shutt, F., 3,563. Shutt's majority, 158.

Register of Deeds—Henry C. Mansfield, R., 3,590; William W. Hartson, F., 3,382. Mansfield's majority, 208.

Prosecuting Attorney—George P. Voorhies, R., 3,102; Elliott G. Stevenson, F., 3,864. Stevenson's majority, 762.

Circuit Court Commissioners—William L. Jenks, R., 3,415; Albert A. Carleton, R., 3,420; J. M. Kane, F., 3,565; C. K. Dodge, F., 3,493. Dodge over Jenks, 63. Kane over Carlton, 145.

County Surveyor—Parker M. Brown, R., 3,467; P. Shea, F., 3,487. Shea over Brown, 20.

Coroners—Asa Larned, R., 3,459; Richard Cottrell, R., 3,458; Jed Spalding, F., 3,499; E. H. Budington, F., 3,514. Spalding over Cottrell, 41. Budington over Larned, 55.

State Senator—Justin R. Whiting, F., 3,526; James R. McGurk, R., 3,439; Whiting's majority, 87.

Legislature—First District, Henry Meyer, R., 1,092; Frederick Lindow, F., 1,068. Meyer's majority, 24. Second District, Edward Vincent, R., 1,298; John Kinney, F., 1,024. Vincent's majority, 276. Third District, W. C. Huggett, R., 1,227; Byron F. Parks, F., 1,247. Park's majority, 20.

Sagendorph, Prohibition candidate for Governor, received 24 votes in the city, and 45, all told, in the county.

The total vote on the proposed amendment to the constitution increasing the salaries of the Circuit Judges was, yes, 1,775, no, 1,752; majority for the amendment, 23.

The vote on the amendment creating boards of County Auditors was, yes, 720, no, 1,166; majority against the amendment, 446.

Total vote on the proposal to revise the constitution, yes, 651, no, 746; majority against revision, 95.

Josiah W. Begole, F., for Governor, over David H. Jerome, R., 119.

Eugene Pringle, F., for Lieutenant Governor, over Moreau S. Crosby, R., 30.

Ezra C. Carleton, F., for Member of Congress, over John T. Rich, R., 556.

Justin R. Whiting, F., for State Senator, over James R. McGurk, R., 87.  
 Frank L. Follensbee, F., for Sheriff, over William B. Morse, R., 33.  
 Horace Baker, R., for Clerk, over Charles S. Warn, F., 76.  
 Richard Shutt, F., for County Treasurer, over Edward C. Recor, R., 158.  
 Henry C. Mansfield, R., for Register of Deeds, over William W. Hartson, F., 208.  
 Elliott G. Stevenson, F., for Prosecuting Attorney, over George P. Voorhies, R., 762.  
 Charles K. Dodge, F., for Circuit Court Commissioner, over William L. Jenks, R., 78.  
 John M. Kane, F., for Circuit Court Commissioner, over Albert A. Carleton, R., 145.  
 Jedediah Spalding, F., for Coroner, over Richard Cottrell, R., 41.  
 Ezra H. Budington, F., for Coroner, over Asa Larned, R., 55.  
 Patrick Shea, F., for Surveyor, over Parker M. Brown, R., 20.

The following is the official canvass of the Seventh District on Member of Congress.

COUNTIES.	J. L. REED & CARLETON		COUNTIES.	J. L. REED & CARLETON	
	Republican.	U. S. Election.		Republican.	U. S. Election.
St. Clair.....	3,210	3,766	Huron.....	1,454	1,286
Macomb.....	2,553	3,085			
Lapeer.....	2,486	1,973	Total.....	11,251	11,540
Sanilac.....	1,548	1,470			

Carleton's majority, 289.



## HISTORY OF ST. CLAIR COUNTY.

The following table, made up from the official returns to the Board of Canvassers of St. Clair County, shows the votes for various officers by townships and wards, November, 1882:

TOWNSHIP OR WARD	Gov'r. Lt. Gov. Congress. Senator										Sheriff. Co. Clerk. Treas'r										Rec'd. P. Mty										C. C. Comm'r. Surveyr.										Comptroller.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Abolition.	Prohibition.	Union.	Liberal.	Catholic.	Methodist.	W. Union.	M. S. Repub.	M. S. Union.	M. S. Repub.	Baker.	W. Union.	W. Union.	M. S. Repub.	M. S. Union.	Shurt.	M. S. Repub.	M. S. Union.	M. S. Repub.	M. S. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. Union.	W. 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Union.	W. Union.	W. Union.	W. Union.	W. Union.

## MILITARY HISTORY.

The volunteers for service in Mexico, from this county, who enlisted in Capt. Buel's Company in October, 1847, were Thomas P. Gilman, John Doyle, Samuel McArgg, Hiram Hall, Amos Hall, John Wade, Thomas R. Smith, Horace Cartwright, Stephen Reaves, Jeremiah Hanitan, William A. Woodard, Hiram W. Carpenter, John A. Sanborn, Enoch Jones, Peter Crane, Jacob Spickerman, Lyman Snow, Edwin Snow, David Buel, John Clark, George Whipple, William Stephens, George A. Campbell, George Wheeler. The officers were Capt. Buel, First Lieut. Delos Davis, Second Lieuts. J. E. King and E. Hawes. These soldiers, together with the regulars garrisoning Fort Gratiot at the commencement of hostilities, may be considered the only troops known in Michigan who took part in the war. Only a few volunteers went from Detroit. A supper was tendered to these soldiers at St. Clair, November 9, 1847, speeches were made by Judge Copeland, M. H. Miles, and others.

The company was mustered into service November 13, 1847, and left for the front after Christmas. On January 16, the command left New Orleans for Vera Cruz.

## THE WAR FOR THE UNION

When Pericles was called upon to deliver the oration over the soldiers who had fallen in the first campaign of the Peloponnesian war, he began by extolling Athens, and having expatiated upon her glories, her institutions and her sciences, concluded by exclaiming, "For such a republic, for such a nation, the people whom we this day mourn fell and died." In referring to the roll of honor, which nearly twenty years ago combined to defeat treason in this Republic, it may not be inappropriate to recur briefly to the condition of that country when the mighty arm of military power was invoked that the majesty of the law might be maintained. The Nineteenth Century dawned upon a nation glorious in the promise of a prophetic infancy. Tyranny and oppression, twin off-spring of an inhuman parent, had been strangled but a few years before. In 1860, the development of the resources of the States was but just beginning, and, under an acceptable and wholesome form of government, progressing rapidly. The finances of the country, notwithstanding the panic of 1857, were in a healthy and promising condition. Money was plenty, times "flush," to use a suggestive expression of the day; the factory and the loom made music all the years long, and the voice of the husbandman was heard amid the fields of ripening grain. Everywhere and on every side evidences of prosperity were manifest. In the bleak North Atlantic States and the Sunny South, at the East and in the city beside the bay whose waters ebb and flow through the Golden Gate, comfort, contentment and happiness formed the trinity to be found at every fireside. The commercial and marine interests were second to none on the globe; its paper was "gilt edged," to express it commercially, and the white sails of America's shipping were almost as numerous on the sea as the white caps that crested the waves. Immigration from Continental Europe landed on our shores in an endless stream, contributing to the wealth as well as to the horny handed element of strength and industry, without which nations go down to welcome penury and forgetfulness. At every hearthstone and in every household, when the thoughts of home and country came, a prayer of thanksgiving went up to the Great Father that our love was not lavished in vain, and man was enabled to rise from the sorrows and disappointments of his every-day life as sunset's red glories, or the moon's silver hair floating down the broad breasted mountains.

The rumbling of the coming storm had been heard at intervals in the halls of Congress, on the stump, in the pulpit, at the hustings, when a Toombs or a Yancey lifted up a voice in defense of the slave power and its extension into the Territories. But its admonitions came and went as the idiosyncrasies of radical intolerance. As a result, many have gone before, and wait upon the threshold of Paradise for the coming of those loved ones left behind, who have

exchanged the feeble pulses of a transitory existence for the ceaseless throbbings of eternal life. Faithless and fearless on the march, in the strife and at the victory or defeat, they at last laid down at the mysterious frontier, leaving the exalted hope behind that, though the world was lost forever, there would be unfurled another realm of unimaginable glory, where they and all whom they loved on earth, might realize the promise which the Great Ruler of the universe has made unto the just. These idiosyncrasies, as will be remembered, culminated on the 12th of April, 1861, when Fort Sumter, off Charleston, was fired into by the rebels. Notwithstanding this overt act of treason, this first act in the bloody reality which followed, was looked upon as mere bravado; but when, a day later, Maj. Anderson's surrender was announced, the patriotic people of the North were startled from their dream of the future, from undertakings half completed, and made to realize that behind all there was a dark, deep and well-determined purpose to destroy the Government, and upon its ruins erect an oligarchy, the corner-stone of which should be slavery. But the dreams of these marplots were doomed to disappointment. Their plans for the establishment of a Southern Confederacy were to be overthrown, if not in their inception, before realization. Immediately upon the promulgation of the news of the surrender, President Lincoln, who but a few short weeks before had taken the oath of office, issued his call for troops in the following

PROCLAMATION.

*Whereas*, The laws of the United States have been, and now are, violently opposed in several States by combinations too powerful to be suppressed in the ordinary way; I, therefore, call for the militia of the several States of the Union to the aggregate number of 75,000 to suppress said combination and execute the laws. I appeal to all lawful citizens to facilitate and aid in this effort to maintain the laws and the integrity of the perpetuity of the popular government, and redress wrongs long enough endured. The first service assigned to the forces, probably, will be to repossess the forts, places and property which have been seized from the Union. Let the utmost care be taken, consistent with the object, to avoid devastation, destruction, interference with the property of peaceful in any part of the country, and I hereby command the persons composing the aforesaid combination to disperse within twenty days from date.

I hereby convene both Houses of Congress for the 4th day of July next, to determine upon measures of public safety, which the interest of the subject demands.

WILLIAM H. SEWARD,  
*Secretary of State.*

ABRAHAM LINCOLN,  
*President of the United States.*

The gauntlet cast down by the traitors of the South was thus accepted in a firm, determined spirit of patriotism and love of country. The world knows with what ready assent the people of the North responded to the call for the defense of that Union they hoped to preserve. The world knows how they, in the strength of this hope, struggled and fought with the legions of wrong until the armor of many was caught in the glint and sunlight of eternity, ere the dews had gone to heaven or the stars had gone to God.

There was no wavering, if there had been a disposition to waver. The people were united in sentiment and prompt in action. The pen could be employed for months in sketching the uprising of the people, the formation of companies, and telling of the deeds of valor and heroism of the "boys in blue." From this county there is material here for volumes upon volumes, and it would be a pleasing task to collect and arrange it, but no word our pen could employ would add a single laurel to their brave and heroic deeds. Acts speak louder than words, and their acts have spoken—are recorded in pages already written. The people of no county in any of the States of the Freedom and Union-loving North, made a better record during the dark and trying times of the great and final struggle between freedom and slavery—patriotism and treason—than the people of St. Clair. Monuments may crumble, cities may fall into decay, the tooth of time may leave its impress on all the works of man, but the memory of the gallant deeds of the army of the Union in the war of the great rebellion, in which the sons of their country bore such a conspicuous part, will live in the minds of men so long as time and civilized governments endure. The people were liberal, as well as patriotic, and while the men were busy enlisting, organizing and equipping companies, the ladies were no less active. Committees were appointed to look after the necessities and to secure comfort to the families of those who enlisted. The spirit of the resolutions of the Board of Supervisors, adopted in 1861, and carefully fostered by the board throughout the years of the war, pervaded almost the entire community, which was divided into committees, and each committee assigned a duty. Ear-



nestly and honestly did each committee do its work. There were no laggards, no niggards. Men and money were given by tens and hundreds and thousands. No one halted to count the costs. The life of the nation was at stake, and the people were ready to sacrifice all, everything for the preservation and maintenance of the Union.

"A union of lakes, a union of lands—  
A union that none can sever—  
A union of hearts, a union of hands,  
The American Union forever."

It would be interesting to record the money contributions—voluntary as well as by means of taxation—made by the people during the years of the rebellion, but that would be impossible. Of the former, no accounts were kept. People never stopped to reckon the cost, or to keep account of what they gave. Whenever money was needed for any purpose, and purposes and needs were plenty, it was given and paid on demand. There were no delays, no excuses, no "days of grace," no time for consideration demanded. People were ready and willing. Husbands and fathers abandoned homes and their comforts, their wives and little ones for the dangers of tented fields of battle, assured that, in their absence, plenty would be provided for their loved ones. Because of this knowledge, their dreams were none the less sweet, nor their slumbers less refreshing, even if their beds were made upon mother earth, and their covering only that of the starry dome above.

#### MILITARY STATISTICS OF ST. CLAIR.

The number of men enrolled by assessors in June, 1862, and the number enrolled September 10, 1862, with the number subject to draft and to exemption, in St. Clair County, are given as follows: Returned in June, 4,042; returned in September, 4,006; exempt, 972; subject to draft, 3,034.

The number of troops furnished was 2,581, of whom 779 enlisted under enrollment system, 199 veterans re-enlisted, twenty enlisted for naval service; 20 drafted men commuted, and 185 were produced by draft, aggregating 1,203 which, together with 1,378, who enlisted previous to September 19, 1863, brings the total number of troops up to 2,581.

The aggregate expenditure of St. Clair County for war purposes, up to the close of the year 1866, was \$233,291.90.

The amount expended in aiding soldiers' families was \$89,428.

The official army vote, as gleaned from the official returns of the Secretary of State, 1864, is as follows:

For Sheriff—Cummings, 260; Russell, 84; Cummings' majority, 176.

For Judge of Probate—Harris, 219; Walker, 70; Harris' majority, 149.

For Clerk—Odell, 249; Collins, 81; Odell's majority, 168.

For Register—Fish, 255; Waterloo, 85; Fish's majority, 170.

For Treasurer—Herzog, 255; Johr, 78; Herzog's majority, 177.

For Prosecuting Attorney—Owen, 251; Atkinson, 94; Owen's majority, 157.

For Senator—Sanborn, 188; Bancroft, 69; Sanborn's majority, 119.

For Representative, Second District—White, 67; Miles, 31; White's majority, 36.

St. Clair was represented in the Soldiers' and Sailors' Monument Association by W. L. Bancroft and T. C. Owen.

John McNeil, Port Huron, was appointed one of the Commissioners for taking the vote of Michigan troops in 1864. His services were rendered near Franklin, Tenn., where the Second Michigan Cavalry was serving with the First Division Cavalry Corps.

Marcus H. Miles was appointed Commissioner to superintend the draft, and C. M. Stockwell commissioned Surgeon. On account of the efforts made by the people to supply the quota required from the county, without having recourse to the draft, the product of such draft was merely nominal.

#### GENERAL OFFICERS.

Albert Hartsuff, Port Huron, First Lieutenant, and Assistant Surgeon U. S. A., August 5, 1861; Brevet Captain and Major, March 13, 1865; Captain and Assistant Surgeon, July 28, 1866; Brevet Lieutenant Colonel, November 25, 1866; Surgeon, June 25, 1876.

Charles H. Peck, Port Huron, Captain and Assistant Quartermaster Volunteers, March 18, 1864, resigned March 29, 1865.

Omar D. Conger, Port Huron, member of State Military Board, from December 6, 1862 to January 19, 1869.

#### RECORD OF COMMISSIONED OFFICERS.

John Atkinson, Port Huron, commissioned Captain Twenty-second Michigan Infantry, July 31, 1862; Major, June 7, 1864; resigned October 14, 1864, to accept commission as Lieutenant-Colonel Third Michigan Infantry, to rank from July 29, 1864. Retired February 24, 1866.

William F. Atkinson, Port Huron, enlisted August 13, 1862; Sergeant Company C, Twenty-second Infantry, 1862; Second Lieutenant, June 7, 1864; resigned November 7, 1864, to accept Captaincy in Third Michigan Infantry.

James J. Atkinson, Port Huron, commissioned Second Lieutenant Third Infantry July 29, 1864; First Lieutenant, May 12, 1865; Adjutant, June 16, 1865; was mustered out May 25, 1866.

Robert S. Baker, Port Huron, commissioned Captain Twenty-seventh Michigan Infantry October 10, 1862; resigned May 4, 1864.

Charles N. Baker, Port Huron, enlisted September 2, 1861; Sergeant Company K, Second Cavalry, 1861; Second Lieutenant, September 19, 1862; Captain, October 16, 1862; Major, December 31, 1864; mustered out with the rank of Captain August 17, 1865.

Henry Allen, Algonac, enlisted July 29, 1862; Sergeant Company E, Twenty-second Infantry, 1862; Second Lieutenant, June 6, 1863; First Lieutenant, October 11, 1863; mustered out June 26, 1865.

Joshua R. Benson, Riley, Sergeant Company G, Third Michigan Infantry, June 10, 1861; Second Lieutenant Fifth Michigan Infantry, September 18, 1864; First Lieutenant, November 29, 1864; mustered out July 5, 1865.

Abraham Bigelow, Berlin, Sergeant Company G, Twenty first Infantry; First Lieutenant, December 2, 1863; made prisoner March 10, 1865; paroled April, 1865; discharged May 15, 1865.

William A. Black, St. Clair, First Lieutenant Fourth Michigan Infantry, July 26, 1864; Captain, October 24, 1865; was mustered out May 26, 1866.

Charles J. Bockins, Port Huron, entered service August 22, 1862; Quartermaster Sergeant Twenty-second Infantry, 1862; Second Lieutenant, June 7, 1863; First Lieutenant and Quartermaster, April 19, 1864; mustered out June 26, 1865.

John Boshau, St. Clair, Sergeant Company G, Fifth Infantry, August 28, 1861; Second Lieutenant, October 9, 1864; First Lieutenant, January 23, 1865; mustered out July 5, 1865.

Nathan S. Boynton, Cottrellville, First Lieutenant Eighth Cavalry, November 1, 1862; Captain, April 16, 1864; Major, January 8, 1865; mustered out July 20, 1865, and entered Eleventh Cavalry Regiment.

Simeon B. Brown, St. Clair, commissioned Major Sixth Cavalry, October 15, 1862; Colonel Eleventh Cavalry, August 14, 1863; Brevet Brigadier General United States Volunteers, January 31, 1865, in recognition of brilliant service at Marion, Va.; resigned June 11, 1865.

George Buchanan, Port Huron, Sergeant Company K, Second Michigan Cavalry, September 2, 1861; First Lieutenant, April 9, 1864; mustered out August 17, 1865.

Ed. F. Bunce, Port Huron, commissioned Second Lieutenant Tenth Michigan Infantry, October 1, 1861; resigned June 20, 1862.

James W. Bunting, St. Clair, entered service August 28, 1861, as Sergeant Company G, Fifth Infantry; commissioned Second Lieutenant September 17, 1862; discharged for disability, March 8, 1863.

Henry Burnham, Port Huron, Sergeant Company K, Third Infantry, September 19, 1864; commissioned Second Lieutenant March 19, 1865; discharged September 25, 1865.

Archibald P. Campbell, Port Huron, commissioned Captain Second Cavalry September 2, 1861, and Colonel July 1, 1862; was discharged on account of disability September 29, 1864.

Samuel B. Carll, Port Huron, commissioned Second Lieutenant Seventh Cavalry June

11, 1862; wounded and made prisoner near Richmond, Va., March 1, 1864; exchanged in June, 1864; resigned May 29, 1865.

Henry Carleton, Marine City, commissioned Captain Twenty-second Infantry July 31, 1862; was killed while traveling on railroad June 6, 1863.

Moses F. Carleton, St. Clair, entered service as Sergeant Company I, Fourth Infantry, September 22, 1864; promoted to a Second Lieutenant October 24, 1865, but on account of the company wanting in numerical strength, he was not mustered in as a commissioned officer. His discharge bears date May 26, 1866, after service under Sheridan in Texas.

George L. Cornell, St. Clair, commissioned Assistant Surgeon First Sharp-Shooters December 8, 1862; was discharged December 28, 1863.

Henry S. Dean, Green Oak, commissioned Captain Twenty-second Infantry July 31, 1862; Major, January 5, 1863; Lieutenant Colonel, June 7, 1864; mustered out June 26, 1865.

Henry F. Decker, Port Huron, commissioned Second Lieutenant Fifth Infantry January 19, 1861; First Lieutenant, October 28, 1861; resigned November 28, 1862.

James Donelson, Port Huron, Sergeant Company A, Seventh Michigan Infantry, August 22, 1861; Second Lieutenant, December 18, 1864; mustered out July 5, 1865.

William H. Dunphy, Memphis, commissioned First Lieutenant Tenth Infantry October 1, 1861; Captain, March 31, 1863; Lieutenant Colonel, February 24, 1865; Colonel, June 7, 1865; mustered out as Lieutenant Colonel July 19, 1865.

Townsend A. Ely, Gratiot, Sergeant Company C, Eighth Infantry, February, 25, 1865; Second Lieutenant, April 25, 1865; mustered out as non-commissioned officer July 30, 1865.

William F. Ernst, Port Huron, entered service as Sergeant Battery B, First Light Artillery, September 24, 1861; Second Lieutenant, February 8, 1864; First Lieutenant, October 28, 1864; mustered out June 14, 1865.

Norman B. Farnsworth, St. Clair, commissioned Captain Fourth Infantry, July 26, 1864; mustered out May 26, 1866.

Ed. G. Farnsworth, commissioned Second Lieutenant Engineers and Mechanics September 29, 1863, mustered out without rank.

Edmond G. Fechet, Port Huron, entered service August 22, 1861, as Sergeant Company A, Seventh Infantry; commissioned Second Lieutenant, September 1, 1862; wounded at Antietam September 17, 1862; commissioned First Lieutenant, May 1, 1863; discharged for disability July 31, 1863.

Edmond G. Fechet, Tenth Cavalry, promoted Second Lieutenant December 30, 1863; First Lieutenant, December 21, 1864; mustered out November 21, 1865.

Edmond G. Fechet, Eighth United States Cavalry, Second Lieutenant, July 28, 1866; First Lieutenant, July 31, 1867; Captain, May 26, 1870; now in the United States Army.

Arthur H. Fish, Port Huron, Sergeant Company H, Third Infantry, August 26, 1864; Second Lieutenant, November 28, 1865; First Lieutenant, June 12, 1866; was mustered out May 25, 1866.

James Gain, Port Huron, commissioned Second Lieutenant Seventh Infantry June 19, 1861; First Lieutenant, July 1, 1862; Captain, May 1, 1863; mustered out October 5, 1864.

Henry Geismer, Marine City, commissioned Assistant Surgeon Twenty-second Infantry October 7, 1862; resigned July 12, 1863; commissioned Assistant Surgeon Twenty-ninth Infantry March 19, 1865; mustered out September 6, 1865.

Perrin C. Goodsell, Mussey, commissioned Captain Fourth Michigan Infantry July 26, 1864; resigned September 18, 1865.

Joseph W. Grace, Gratiot, entered service July 8, 1862; Second Lieutenant, May 26, 1865; discharged June 3, 1865.

John W. Gustin, Port Huron, commissioned First Lieutenant Third Infantry July 29, 1864; resigned June 14, 1865.

Frank Gustin, Port Huron, entered service August 22, 1861; Second Lieutenant, October 5, 1864; First Lieutenant, October 5, 1864; mustered out July 5, 1865.

William B. Hamilton, Berlin, entered service August 22, 1861, as Sergeant Company B, Twenty-second Infantry; commissioned Second Lieutenant June 5, 1863, prisoner at Chicka-



mauga, September 20, 1863; paroled March 1, 1865; First Lieutenant, November 17, 1863; mustered out June 26, 1865.

William Hartsuff, Port Huron, commissioned Captain Tenth Infantry October 1, 1861; Lieutenant Colonel, Assistant Inspector General Twenty-third Army Corps, May 13, 1863; Brevet Brigadier General subsequently, and mustered out with rank of Captain July 19, 1865.

Thomas H. Hunt, Port Huron, commissioned Captain Seventh Infantry August 19, 1861; Major, July 30, 1862; was discharged April 20, 1863.

Charles J. Hunt, commissioned First Lieutenant Seventh Infantry June 19, 1861; Captain, July 30, 1862; wounded at Antietam September 17, 1862; transferred to Veteran Reserve Corps September 21, 1863.

Thomas C. Jackson, Ira, commissioned Second Lieutenant Twenty-second Infantry July 31, 1862; resigned November 17, 1862.

Oscar Kendall, Port Huron, entered service August 4, 1862, as Sergeant Company C, Twenty-second Infantry; commissioned Second Lieutenant April 19, 1864; mustered out June 26, 1865.

James Kennedy, St. Clair, Sergeant Company E, Twenty-second Infantry, August 4, 1862; commissioned Second Lieutenant March 7, 1865; was mustered out June 26, 1865.

Daniel Leach, China, commissioned First Lieutenant Tenth Michigan Infantry October 1, 1861; died at Camp Big Spring, Miss., July 7, 1862.

Edward M. Lee, Port Huron, commissioned First Lieutenant Fifth Michigan Cavalry, August 1, 1862; Captain, January 1, 1863; prisoner at Buckland's Mills, Va., October 19, 1863; exchanged December 13, 1864; commissioned Brevet Colonel and Brigadier General United States Volunteers March 13, 1865, in recognition of brilliant services, and Lieutenant-Colonel April 13, 1865. This soldier was mustered out June 22, 1865.

Oliver C. Leonardson, Port Huron, commissioned First Lieutenant Third Cavalry September 7, 1861; was discharged October 21, 1864.

Orange F. Lindsay, St. Clair, entered service November 11, 1861, as Sergeant Company E, Tenth Michigan Infantry; was wounded September 1, 1864, and again March 16, 1865; commissioned Second Lieutenant May 20, 1865; was discharged without rank May 24, 1865.

John W. Loucks, Jr., St. Clair, Sergeant Company A, Fifteenth Infantry, November 18, 1861; commissioned Second Lieutenant October 30, 1862; and discharged for disability November 20, 1863.

William H. McDonald, Port Huron, Sergeant Company E, Tenth Michigan Infantry, November 13, 1861; Second Lieutenant August 1, 1862; First Lieutenant, March 31, 1863; Captain, September 3, 1864; Major, June 7, 1865; was mustered out as Captain July 19, 1865.

Colin McDougal, Port Huron, Sergeant Company G, First Michigan Infantry, July 17, 1861; Second Lieutenant, May 26, 1862; resigned January 23, 1863.

Halmer E. McNeil, Port Huron, Sergeant Company G, Fifteenth Infantry, November 8, 1861; Second Lieutenant, October 13, 1862; First Lieutenant, January 1, 1863; resigned September 17, 1864.

Edwin C. Miles, St. Clair, Sergeant Company G, Fifth Infantry, August 28, 1861; Second Lieutenant, October 16, 1862; Captain Eleventh Michigan Cavalry, August 1, 1863; mustered out August 10, 1865.

Marcus L. Miles, St. Clair, commissioned First Lieutenant and Quartermaster Eleventh Cavalry August 21, 1863; transferred to Eighth Cavalry July 20, 1865; mustered out September 22, 1865.

Stephen W. Millershaun, St. Clair, Sergeant Company F, First Cavalry, March 14, 1862; Second Lieutenant, March 7, 1865; discharged without rank March 25, 1865.

Frank H. Morse, St. Clair, Sergeant Company H, Eighth Cavalry, November 1, 1862; Second Lieutenant, April 25, 1865; mustered out September 22, 1865.

William B. Morse, St. Clair, commissioned Second Lieutenant Fourth Infantry, July 26, 1864; resigned June 6, 1865.

William J. Mulford, Port Huron, Sergeant Major Third Infantry, August 26, 1864; Second Lieutenant, March 12, 1865; First Lieutenant, November 12, 1865; mustered out May 25, 1866.

Guy Newbre, Emmett, commissioned Second Lieutenant First Sharp-shooters March 20, 1863; discharged for disability October 22, 1864.

John O'Connor, St. Clair, Sergeant Company G, First Infantry, July 11, 1861; Second Lieutenant, July 24, 1865; discharged July 9, 1865.

Sandford D. Payne, St. Clair, Sergeant Company H, Eighth Cavalry, November 1, 1862; Second Lieutenant, December 31, 1864; First Lieutenant April 25, 1865; mustered out September 22, 1865.

Joseph Phelps, Algonac, Sergeant Company E, Ninth Infantry, September 12, 1861; Second Lieutenant, October 26, 1864; resigned July 31, 1865.

James S. Potter, Sergeant Major Twenty-second Infantry, August 1, 1862; Second Lieutenant, October 11, 1863; mustered out June 26, 1865.

Stephen M. Richards, St. Clair, commissioned First Lieutenant Fifteenth Infantry January 1, 1862; resigned October 2, 1862.

Jacob L. Richmond, St. Clair, Sergeant Battery H, First Light Artillery, October 17, 1861; First Lieutenant, January 22, 1863; Captain, August 8, 1863; discharged as First Lieutenant, January 8, 1864.

John Sackett, Port Huron, commissioned Second Lieutenant Twenty-second Infantry July 31, 1862; First Lieutenant, December 15, 1862; died of disease January 1, 1863.

William Sanborn, Port Huron, Major Twenty-second Infantry, August 8, 1862; Lieutenant Colonel, January 5, 1863; wounded at Chickamauga, Tenn., September 20, 1863; discharged for disability June 7, 1864; Brevet Colonel United States Volunteers, March 13, 1865; Brevet Brigadier General United States Volunteers, March 13, 1865, in recognition of distinguished services during the war.

Peter B. Sanborn, Port Huron, commissioned First Lieutenant Company K, First United States Sharp-shooters, January 7, 1862; was discharged for disability October 1, 1862.

James J. Searrett, Port Huron, commissioned Major Tenth Infantry November 20, 1861; died of disease at Nashville, Tenn., November 15, 1863.

James R. Saville, Ruby, Sergeant Company H, Third Infantry, August 26, 1864; Second Lieutenant, May 12, 1865; First Lieutenant, November 28, 1865; was mustered out May 25, 1866.

James H. Slawson, First Lieutenant Twenty-seventh Infantry, October 10, 1862; died at Port Huron, December 2, 1862, from effects of gun-shot wound, inflicted by one of his men.

Moses R. Smith, Port Huron, commissioned First Lieutenant Second Cavalry, September 2, 1861; resigned June 8, 1862.

James H. Smith, Port Huron, Sergeant Company K, Second Cavalry, September 2, 1861; Second Lieutenant, October 16, 1862; First Lieutenant, May 29, 1863; wounded and made prisoner at Dandridge, Tenn., December 24, 1863; Captain, March 1, 1864; mustered out August 31, 1865.

William A. Smith, Marion, First Lieutenant Twenty-second Infantry, July 31, 1862; Captain, January 5, 1863; died October 11, 1863, of wounds received at Chickamauga September 20, 1863.

Friend D. Soules, Emmett, Sergeant Company A, First Sharp-shooters, November 20, 1862; First Lieutenant, November 20, 1864; discharged May 15, 1865.

Edgar G. Spalding, Port Huron, Sergeant Company C, Twenty-second Infantry, August 12, 1862; Second Lieutenant, December 15, 1862; wounded and made prisoner at Chickamauga September 20, 1864; paroled March 1, 1865; First Lieutenant, June 7, 1864; mustered out June 26, 1865.

John Spears, Riley, Sergeant Company I, Tenth Cavalry, September 16, 1863; Second Lieutenant, October 19, 1865; mustered out November 11, 1865.

Augustus L. Spencer, Port Huron, commissioned First Lieutenant Battery H, First Light Artillery, March 6, 1862; resigned August 3, 1862.

William St. Clair, St. Clair, commissioned First Lieutenant Fifteenth Infantry, January 1, 1862; Captain, October 1, 1862; resigned August 13, 1863.

Fred S. Steele, St. Clair, Second Lieutenant Fifth Infantry, June 19, 1861; resigned Sep-

tember 16, 1862; commissioned First Lieutenant Eighth Cavalry November 1, 1862; resigned January 22, 1864.

Cyrus M. Stockwell, Port Huron, commissioned Surgeon Twenty-seventh Infantry, December 23, 1862, resigned December 29, 1863.

Addison R. Stone, Memphis, Assistant Surgeon Fifth Cavalry, September 25, 1862; discharged for disability September 8, 1863.

George W. Strong, Port Huron, entered service November 27, 1861, as Drum Major Fifteenth Infantry, Company Q.

William T. Strout, Port Huron, Sergeant Company A, Seventh Infantry, August 22, 1861; First Lieutenant, September 21, 1863; Quartermaster, October 5, 1864; mustered out July 5, 1865.

Malcolm Swayze, Port Huron, Second Lieutenant Fifteenth Infantry, January 1, 1862; died of disease at Jefferson Barracks, Mo., May 27, 1862.

Charles A. Thompson, Port Huron, Corporal Company A, Seventh Infantry, August 22, 1861; Second Lieutenant, July 1, 1862; First Lieutenant, May 1, 1863; wounded at Wilderness, Va., May 6, 1864; discharged October 5, 1864.

Daniel S. Tompkins, Port Huron, First Lieutenant Twenty-seventh Infantry, October 10, 1862; Captain, November 18, 1864; mustered out July 26, 1865.

Charles S. Traverse, Port Huron, Captain Fifth Infantry, June 19, 1861; wounded at Fair Oaks, Va., May 31, 1862, and died July 22, 1862.

George D. Tucker, Algonac, Sergeant Company E, Ninth Michigan Infantry, September 3, 1861; Second Lieutenant, September 16, 1862; First Lieutenant, February 24, 1863; Captain, July 7, 1864; mustered out November 16, 1864.

Abram C. Vandenberg, Port Huron, First Lieutenant Fifth Cavalry, August 14, 1862; Captain, December 1, 1862; discharged on account of disability November 10, 1863.

Francis M. Vanderburgh, Port Huron, Sergeant Company E, Tenth Infantry, November 15, 1861; Second Lieutenant, June 20, 1862; First Lieutenant, August 1, 1862; wounded at Antioch Station, Tenn., April 10, 1863, and died there eight days later.

David W. Vanderburgh, Port Huron, Assistant Surgeon Tenth Infantry, March 31, 1863; mustered out July 19, 1865.

Hazard P. Wands, St. Clair, First Lieutenant Twenty-second Infantry, July 31, 1862; Captain, June 6, 1863; made prisoner at Chickamunga, Tenn., September 20, 1863; paroled March 1, 1865; mustered out June 26, 1865.

Amos C. Welch, Port Huron, Sergeant Company K, Second Cavalry, September 10, 1861; Second Lieutenant, July 31, 1865; mustered out without rank, August 17, 1865.

Henry A. Wells, Port Huron, Sergeant Company C, Third Cavalry, September 17, 1861; Second Lieutenant, October 17, 1865; mustered out without rank February 12, 1866.

Daniel West, Attica, Second Lieutenant Fourth Cavalry, August 13, 1862; resigned December 20, 1862.

Israel P. Whitmer, Atlas, Captain Twenty-seventh Infantry, November 20, 1863; mustered out July 26, 1865.

Benjamin S. Whitman, Berlin, Captain Second Cavalry, September 2, 1861; resigned May 12, 1862.

David G. Wilson, Port Huron, Company E, Twenty-seventh Infantry, September 29, 1864; Assistant Surgeon Fifth Cavalry, March 10, 1865; transferred to First Cavalry June 13, 1865; mustered out March 10, 1866.

George B. Wilson, Port Huron, Assistant Surgeon, Third Infantry, October 15, 1861; resigned June 4, 1862.

George W. Wilson, St. Clair, Captain Fifth Infantry, June 19, 1861; wounded at Fair Oaks, May 31, 1862; resigned January 23, 1863.

Jefferson J. Wilder, Capac, First Lieutenant Twenty-Second Infantry, July 31, 1862; resigned February 21, 1863.

Albert Wilford, Huron, Sergeant Company G, Twenty-fourth Infantry, August 12, 1862; First Lieutenant, July 19, 1864; mustered out June 30, 1865.



Augustus Zanier, Port Huron, First Lieutenant Fifth Infantry, June 19, 1861; resigned October 28, 1861.

F. B. Galbraith and C. C. Jerome were among the Surgeons who reported for field service, in May, 1864, to Dr. Joseph Tunnicliff, State Agent at Washington, for Michigan.

#### FIRST MICHIGAN INFANTRY.

The organization of the First Infantry began June 28, 1861, while yet the Three Months' Regiment was in the field. The command left en route for the seat of war September 16, 1861, under Col. John C. Robinson. From this period until July 1, 1862, it participated in the affairs of Mechanicsville, June 26; Gaines' Mills, June 27; Peach Orchard, June 29; White Oak Swamp, June 30; and Malvern Hill, July 1. Entering the corps'd armee under Gen. Pope, it was engaged at Gainesville, August 29, and at Bull Run, August 30. It was present at Fredericksburg during the terrific fighting round that position; subsequently it took a prominent part on the field of Chancellorsville. After a series of brilliant meetings with the rebels, it arrived at Gettysburg July 2, 1863, and during that and the two succeeding days, added to its laurels.

To notice the varied services of this command is beyond our limits; however, the part it took in the war for the Union, will be evident from the following record of well fought fields: Williamsport, Md., July 12; Wapping Heights, Va., July 21; Culpeper, Va., October 13; Mine Run, November 29, 1863; Wilderness, Va., May 5, 6, 7; Spottsylvania, Va., May 12; Wye River, North Anne, Jericho Mills, Noel's Tavern and Topopotomy, between May 20 and 30, 1864; Magnolia Swamp and Bethesda Church, June 1 and 2; Petersburg, June 18; Weldon Railroad, Va., August 19, 20, 21, 1864; Hatcher's Run, Five Forks, and Appomattox Court House, in February, March, and April, 1865.

*Casualties.*—Myron Fox, First Infantry, killed on steamer Knickerbocker Sept. 10, 1862; George W. Language, First Infantry, killed at Bull Run August 30, 1862; Thomas Underwood, First Infantry, killed at Gaines' Mills June 27, 1862; William Hillman, First Infantry, killed at Gettysburg July 12, 1863; William Shockence, First Infantry, killed at Poplar Grove Church September 30, 1864; John Stewart, First Infantry, killed at Gaines' Mills June 27, 1862; James Wallace, First Infantry, killed at Gaines' Mills June 27, 1862; Martin Worden, First Infantry, killed at Washington, D. C., July 26, 1861; Harris Hemminger, First Infantry, killed June 27, 1862; Charles J. Wonderlick, First Infantry, killed at Hatcher's Run, Va., February 6, 1865.

*Discharged.*—Charles Alexander, 1862; Alfred Wilson, 1863; Michael Murray, 1863; Samuel J. Naylor, 1863; Michael Collins, 1863; John O'Connor, 1865; Jacob Sence, 1862; Thomas Hyslop, 1865.

#### SECOND MICHIGAN INFANTRY.

This left its rendezvous at Detroit June 5, 1861, and was the first three years' command from Michigan to report at the front. Its strength, perfected July 1, was 1,415 men. From Blackburn's Ford, Va., July, 1861, to the siege of Petersburg, Va., April 3, 1865, it participated in no less than forty two general actions. The command was mustered out at Washington July 29, 1865, and reported at Detroit for discharge August 1, 1865.

*Discharged.*—Ezra Spears, 1863; M. H. Higgins, 1865; George Busca, 1865; Ed. Bastedo, 1865; James Gibbons, 1865; Robert Bellon, 1865; George Canton, 1865; Israel Reno, 1865; Joseph Stone, 1865; John Chier, 1865; Robert Bellows, 1865; William Luman, 1865; Ed. O. Morey, 1865; Charles Strong, 1865; James O. Mills, 1865; William L. Markle, 1865; Thomas Mills, 1865; Isaac W. Baker, 1865.

*Casualties.*—John Collins, killed at Knoxville, Tenn., November 30, 1863; William H. Snyder, killed at Petersburg, Va., June 18, 1864; Cornelius Collins, killed at Petersburg, Va., June 17, 1864; John Wilson, killed at Petersburg, Va., June 17, 1864; William S. Cox, died at Washington, D. C., September 9, 1864.

#### THIRD MICHIGAN INFANTRY.

This regiment was organized at Grand Rapids, accepted May 15, 1861, and left the city

under Col. Daniel McConnell, for the Potomac, June 13, 1861. It was consolidated with the Fifth Infantry, June 13, 1864. The thirty-seven battles and skirmishes in which it participated, form its record. The principal affairs are: Blackburn's Ford, July 18, 1861; Bull Run, July 21, 1861; the siege of Yorktown, April 4 to May 5, 1862; the Wilderness, Todd's Tavern, Po River, Spottsylvania, North Anne, in May, 1864; Petersburg, June 16 to 22, 1864; Strawberry Plains, August 14 to 17, 1864; Poplar Spring Church, September 30, 1864; Hatcher's Run, February 2 to March 25, 1865, ending with the military affair at Appomattox, April 9, 1865. During the service, the command lost four officers and ninety-six privates on the field; forty-seven men died from wounds received, and two officers and seventy-five privates died on account of disease. A partial consolidation with the Fifth Infantry was ordered June 13, 1864, and the original organization mustered out of service June 20, 1864. The Third was re-organized, and served until mustered out, May 26, 1866. The command was disbanded at Detroit June 10, 1866.

*Casualties.*—Charles H. Bartlett, died at Murfreesboro, Tenn., January 17, 1865; Thomas Chambers, died at Nashville, Tenn., June 2, 1865; T. Chambers, died at Nashville, Tenn., May 1, 1865; William Watson, died at Victoria, Tex., Sept. 14, 1865; Aaron Coggan, died 1865; Isaac Kilgore, died at Nashville, Tenn., May 13, 1865; Lester I. Robbins, died at Victoria, Tex., Aug. 28, 1865; Ransom Ward, died at Jefferson Barracks, Mo., Jan. 2, 1865; William Watson, died at Murfreesboro, Tenn., December 1, 1864; Jared Harris, died at Knoxville, Tenn., April 9, 1865; John Dickman, died at Murfreesboro, Tenn., December 25, 1864; Charles DeForrest, died at Huntsville, Ala., May 25, 1865; Henry Short, died at St. Louis, Mo., December 18, 1864; Thomas Weir, died at Nashville, Tenn., March 2, 1865.

*Discharged.*—Horace Mudge, 1866; Charles Morrison, 1866; James Stacker, 1866; Godfrey Myer, 1866; James Golden, 1866; John T. Traver, 1866; Walter Shiel, 1866; Nathaniel C. Kendall, 1866; George W. White, 1866; Judson Barrett, 1866; Peter G. Schramm, 1866; Thomas B. Shaw, 1866; Daniel Robbins, 1866; Asahel Kingsley, 1865; James G. Brown, 1865; Eugene B. Mersereau, 1865; Calvin Allen, 1865; Patrick Darcy, 1865; John Chambers, 1866; Robert Balmer, 1866; Timothy Caster, 1865; Joseph B. Chadwick, 1865; Lowrie Dickson, 1866; Sidney V. Walker, 1866; Joseph C. Flanagan, 1866; Simeon Hartwick, 1866; Porter Plaisted, 1865; Charles Schultz, 1865; John Snyder, 1866; Andrew Smith, 1866; David S. Hobbs, 1865; Samuel Fulkerson, 1865; Henry P. Holland, 1865; Albert Hill, 1865; Phillip Ingles, 1865; Charles P. Fair, 1865; Charles Lapiens, 1866; Lavis Lawson, 1866; Albert McCullom, 1865; Daniel A. Sholes, 1865; Gus Newstead, 1866; Henry Shiel, 1866; Samuel Ramsey, 1866; Thomas Ramsey, 1865; Alexander H. Telfer, 1865; Reuben Tradwell, 1866; Peter Welsh, 1866; Martin V. Westbrook, 1866; Nelson H. Cunningham, 1865; Solomon Dickman, 1866; Charles Johnson, 1866; Benjamin Moore, 1866; John McDonald, 1865; James Payne, 1865.

#### FOURTH MICHIGAN INFANTRY.

This regiment was organized at Adrian, and mustered into service, under Col. Woodbury, June 20, 1861. Its term expired June 19, 1864, when it was mustered out, and proceeded to Detroit, where it arrived on June 26. That portion which remained was consolidated with the First Infantry, and served with this command until ordered to join the Fourth (re-organized) Infantry, June 24, 1865. The service of the old command was principally on the battle fields of Virginia. From the period of re-organization to the close of the war, it was present at Decatur, New Market, Ala., and Murfreesboro, Tenn. The command was mustered out at Houston, Tex., May 26, 1866; and was disbanded at Detroit, June 10, 1866.

*Casualties.*—Dewitt C. Farrar, killed at Fredericksburg Dec. 14, 1862; George W. Dayton, died at Murfreesboro March 5, 1865; George W. Huffman, died at Murfreesboro January 22, 1865; Henry S. Marsh, died at Huntsville, Ala., March 23, 1865; Alfred Lynn, died at Nashville, Tenn., June 10, 1865; James Barden, died at Huntsville February 11, 1865; Jesse Belknap, died at Murfreesboro, Tenn., January 19, 1865; Conrad Fritz, died at Huntsville, Ala., January 26, 1865; William C. Kelly, died at Murfreesboro, Tenn., January 29, 1865; Edward Lozon, died at Huntsville, Ala., February 3, 1865; Franklin Nestle, died at Nashville, Tenn., January 9, 1865; True Smith, died at Murfreesboro, Tenn., February 1, 1865.

*Discharged.* — Ernest Smith, 1866; Amos A. Haskell, 1866; Hiram R. Lashbrook, 1866; Elihu Aekerman, 1866; John M. Thompson, 1866; Hendrick Tigehon, 1866; Benjamin Dewey, 1866; George Williams, 1866; James M. Rice, 1866; Thomas J. Millen, 1866; George Akred, 1866; William F. Allen, 1866; George G. Bowman, 1866; Charles Bellaw, 1866; Jewett Benedict, 1866; Lewis L. Lee, 1866; Joseph Duchesne, 1866; Jabez Fox, 1866; James Fitzgerald, 1866; Andrew Hartman, 1866; William W. Hartson, 1866; Clark O. Justin, 1866; Henry Krouse, 1866; Charles Kendall, 1866; Charles Lights, 1866; Patrick Marion, 1866; Michael McIntyre, 1866; William Rountree, 1866; L. A. Rooker, 1866; William Smith, 1866; Fred. Schriener, Sr., 1866; Fred Schriener, Jr., 1866; Thomas Sterling, 1866; Charles Spedeman, 1866; Douglas Scott, 1866.

#### FIFTH MICHIGAN INFANTRY

This regiment was organized at Fort Wayne, and mustered into the United States service August 28, 1861. It comprised the following commands: Sherlock Guards, of Detroit, Company A; Mount Clemens Guard, Company B; East Saginaw Volunteers, Company C; Tingersell Rifles, Company H; Governor's Guard, Company F; Saginaw City Light Infantry, Company K; Livingston Volunteers, Company I; Washington Guard, Company G; Pontiac Volunteers, Company D, and Huron Rangers, Company E. The commissioned officers belonging to this county, who went into service with the regiment, were Captain, Judson S. Farrar; First Lieutenant, Edgar H. Shook; and Second Lieutenant, Henry C. Elgerly. The strength of the command at date of muster was 900 men and officers, under Col. Henry D. Terry. Previous to leaving Fort Wayne, Buhl, Newland & Co., of that village, presented the regimental color, which is now in possession of the Soldiers' Society of Macomb and St. Clair, who render it double honor on account of the service it has seen, as well as in memory of the ten comrades who fell in its defense. The Fifth Infantry left Detroit en route to the front, September 11, 1861; went into camp near Alexandria; skirmished with the rebels at Pohick Church, January 3, 1862, and in March entered on regular duty in Berry's command of Phil Kearney's division, of McClellan's Peninsular Corps. It was engaged in the siege of Yorktown from April 4 to May 4, 1862, losing thirty-four killed and 119 wounded at Williamsburg May 5. The place of honor was bestowed on the Fifth Infantry that day by Gen. Kearney, which place was well filled, since the command took the rebel rifle pit at the bayonet's point. Fair Oaks was contested May 31. The affairs of Peach Orchard, Glendale and Malvern Hill took place June 29, 30 and July 1, 1862. At Peach Orchard thirty men were killed and 119 wounded. Charles H. Hutchins was among the killed, and Charles S. Traverse received wounds which resulted in his death at Washington, July 22. In the report of Capt. Farrar, dated Harrison's Landing, July 4, special mention is made of Capts. Gillooly and Matthews, Lieuts. Shook, Ladue, Elgerly, Pomeroy, Johnson, and Adj. John W. O'Callaghan. Maj. Fairbanks died of wounds at Washington July 25.

The second Bull Run, August 28; Grovetown, August 29, and Chantilly, September 1, won new laurels for the regiment. At Fredericksburg, December 13, Lieutenant-Colonel John Gillooly, the commanding officer, was killed with nine of his men. The body was searched out by Lieut. H. B. Blackman, of Howell, who brought it to Michigan for burial.

The regiment crossed the Rappahannock, May 1, 1863, participated in the affair of The Cedars, May 2, and on the 3d entered the battle of Chancellorsville, losing in those affairs seven killed and forty-three wounded, together with Lieut.-Col. Sherlock, who fell at Chancellorsville. Gettysburg was fought July 2 and 3; Wapping Heights, October 1, Kelly's Ford, November 26; Locust Grove, November 27; and Mine Run, November 29, 1863. In the affair at Gettysburg the command lost 19 killed, 90 wounded, and 5 prisoners. It suffered a small loss in the subsequent engagements. Among the killed at Locust Grove was Lieut. Dan B. Wyker. After the affair at Mine Run, the Fifth went into camp near Brandy Station, leaving that point December 28, 1863, with 177 officers and men; it reached Detroit January 4, 1864, where a furlough of thirty-six days was granted.

The regiment recruited at Detroit, and again left under Col. Pulford, for the front, February 10, 1864, and arrived at Brandy Station, February 14. Crossed the Rapidan, May 3, and entered the Wilderness May 5, at Orange Court House. In the opening action of the battle



paign of 1864, Capt. G. W. Rose was mortally wounded, and Col. Pulford and Maj. Matthews severely wounded. On the 6th, Captains E. H. Shook, and W. W. Wakenshaw were wounded yet took a full part in the battle of the Wilderness. Capt. Hurlbut was killed. At Todd's Tavern on the 8th; Po River, 10th; Spottsylvania, 12th; North Anna River, 23d; Tolopotomy, 30th of May, 1864, the regiment well sustained its name. Lieut. Pierce was killed at North Anna. The Fifth Michigan Infantry, as organized in 1861, may be said to have lost its individuality after the affair at Cold Harbor, June 2, 1864, for on the 10th day of that month, the Third Michigan Infantry was consolidated with it.

The regiment as re-organized entered service at Petersburg June 16 to 22. On the 25th and 26th, it served on picket and fatigue duty; on the 27th and 28th was present at Deep Bottom. It participated in the affairs at Poplar Springs Church, September 30; at Boydton Road, October 27, 1864. After this it formed the garrison at Fort Davis on the Jerusalem Pike Road. On March 26, 1865, it was present at Hatcher's Run, and at Boydton Road. On April 2, on service with the Massachusetts Heavy Artillery. Its share in the capture of Petersburg, Va., April 3, 1865, cannot be over estimated. Subsequently the command served at Sailor's Creek, April 6; at New Store April 8; and closed a term of magnificent services to the Union, at Appomattox Court House, Va., April 9, 1865, when Gen. Lee surrendered. The command participated in the grand military review, at Washington, May 23, 1865, was mustered out July 5, arrived at Detroit July 8; and was disbanded July 17, 1865.

*Casualties.*—William C. Hall, killed at Fair Oaks May 31, 1862; James Hunt, killed at Fair Oaks May 31, 1862; Martin Farr, killed at Williamsburg May 5, 1862; Samuel Sadler, killed at Fair Oaks May 31, 1862; Noah Roberts, killed at Williamsburg May 5, 1862; Robert Hann, killed at Fair Oaks May 31, 1862; Adam Huesner, killed at Fair Oaks May 31, 1862; George Keller, died at Alexandria November 18, 1862; C. W. Anderson, died May 7; Samuel Wilcox died May 26; David Bowlby, died in prison; Tim S. Tabor, died at Camp Michigan March 1, 1862; Isaac Putman, died at Camp Michigan March 2, 1862; Orange H. Preston, died at Camp Michigan April 7, 1862; Rufus P. Smith, died at Camp Michigan April 4, 1862; John A. Parker, died at Camp Michigan May 16, 1862; Eben Pratt, died at Washington April 3, 1863; Charles Jones, died at Chancellorsville May 3, 1863; John Rivard, died at Chancellorsville, May 3, 1863; John Hackett, died at Fredericksburg April 28, 1863; Alexander Morey, died at Gettysburg July 2, 1863; Richard Aylward, died at Gettysburg July 2, 1863; John D. Markell, died at Washington December 27, 1862; Victor Lindsley, died at Philadelphia September 15, 1863; Orthello Phelps, died May 5, 1864; James Harkness, died May 12, 1864; Cornelius Tower, died at Washington January 10, 1864; James E. Galerno, died May 14, 1864; Samuel W. Lumsden, died at Boydton Pike Road October 27, 1864; George Corey, died at City Point, Va., October 31, 1864; John Hackett, died at Fredericksburg April 28, 1863; Robert Clark, died of wounds, March 2, 1865.

*Discharged.*—Wilmot D. Whitford, 1862; Joseph H. Rice, 1862; George H. Adrian, 1862; John Foster, 1862; George Hand, 1862; Charles Weimer, 1862; Cutler Bennett, 1862; Alexander Kilgore, 1862; James King, 1862; James Quick, 1862; Alonzo Winas, 1862; John O. Massey, 1862; Fred Foster, 1862; Eli Dutton, 1862; Leonard Dutton, 1862; Birney Dutton, 1862; James North, 1862; James Eye, 1862; Ernest C. Smith, 1862; Noah Farrington, 1862; Jacob Piper, 1862; Henry Hunt, 1862; Richard Bochan, 1862; Lyman W. Nesbitt, 1862; Oliver Smith, 1863; Louis Peshua, 1863; William Cubbins, 1863; DeWitt Walker, 1863; Reuben Crawford, 1863; Francis Rice, 1863; John Stanton, 1863; John Jones, 1863; H. L. Dutton, 1863; A. J. Bickford, 1863; Stillman Turner, 1863; Hiram Fuller, 1863; William Cadhan, 1863; Charles H. Carleton, 1863; John Remnant, 1863; John Mini, 1863; Thomas Lewis, 1864; John Gronow, 1864; William Marvin, 1864; Thomas Lipscomb, 1863; William Fields, 1864; Henry Carleton, 1864; Patrick Hickey, 1864; Eliphalet King, 1864; Alfred Ingraham, 1864; Thomas Pitts, 1864; John Collins, 1864; Mathers Tyson, 1864; William Lyon, 1864; Julius Ritter, 1864; Josiah D. Wickham, 1865; Charles Chapman, 1865; Stedman B. Farrar, 1865; Fred Hager, 1865; Calvin Russell, 1865; James Craig, 1865; William McIntyre, 1865; Robert W. Cooper, 1862; Lodolphus Smith, 1865; John Rivard, 1865; George Clinton, 1862; Solomon Lossing, 1865; J. O. Schrepferman, 1865; James H. Reeckert, 1865; Richard Boshaw, 1865; Robert Clark, 1865; John C. Ding-

man, 1865; James Hsley, 1865; John E. Lee, 1865; Lambert Ladroot, 1862; John Melsack, 1865; Robert Mothersell, 1865; Wilbur Sheldon, 1865; Bartley Tison, 1865; Robert Cameron, 1865; William A. Huff, 1865; Dan H. Tower, 1865; Charles W. Witley, 1865; Patrick Moran, 1865; Jacob Piper, 1865; Charles Mulloy, 1865; Sumner Starks, 1865; Franklin Hogle, 1865; John Schoner, 1865.

#### SIXTH MICHIGAN INFANTRY

This regiment left en route for the field with 944 officers and men, August 30, 1861, adding to its rosters within the half year 430 recruits. The regiment left Baltimore for New Orleans in April, 1862, and formed one of the regiments of occupation. During the battle of Baton Rouge, August 5, 1862, it sustained a loss of 16 killed. During the year, no less than 143 died of wounds and disease, 48 wounded, and 7 prisoners, which together with losses due to other casualties, reduced the strength to 756 rank and file.

January 14, 1863, the command aided in the destruction of the rebel gunboat Cotton; Ponchatoula was captured February 23, the camp at Tangissaho and 60 rebels captured May 6; the capture of Port Hudson occurred July 9, in all of which the Sixth Infantry took a leading part. In the first assault on Fort Hudson the command lost one-third of its number.

A regiment of heavy artillery was formed out of the material of the Sixth Regiment, July 30, 1863. During the first six months of the year there died 115 men, and 22 were severely wounded.

The varied service of this regiment during the campaign of 1864 was of no ordinary character. The command lost 3 men killed, 155 died of disease, and 18 taken prisoners. During the last months of service it took part in all the affairs from Ashton, Ark. July 24, 1864, to the siege of Mobile, April, 1865, and was discharged at Jackson September 5, 1865.

*Discharged.*—Charles Smith, 1863; Byron Beach, 1865; William Tate, 1865.

#### SEVENTH MICHIGAN INFANTRY

This was mustered in at Monroe, and left for the seat of war September 5, 1861, with 884 men and officers, to which number 214 men were added before July 1, 1862. It participated in the sanguinary affairs of Balls' Bluff, Antietam and Fredericksburg. It was the first Union regiment to cross the Rappahannock, where it annihilated the rebel sharp shooter brigade.

The regiment passed through the Potomac campaign of 1863, with a loss of 60 dead and 83 wounded, of which number 21 were killed and 44 wounded at Gettysburg, July 3.

This command took a very brilliant part in the campaign of 1864, with the army of the Potomac. It lost 41 men killed, 7 who died from the effects of hardships, 131 wounded and 31 prisoners. The Seventh Infantry served with distinction at Hatcher's Run, from February 5 to March 29, 1865; at Cat Tail Creek, April 2; at Farnville, on the 7th; and at the siege of Petersburg from June 17, 1864, to April 3, 1865. The command was mustered out at Jefferson, Ind., July 5, and was disbanded at Jackson July 7, 1865.

*Casualties.*—Samuel Felchet, died at Harrison's Landing July 19, 1861; Andrew Mortimer, died May 14, 1862; Thomas Lindsay, died at Washington June 1, 1863; Robert Shanks, died at Washington September, 1862; James Ackles, died at Harper's Ferry September 28, 1862; John Atkins, died at Harrison's Landing August 8, 1862.

*Discharged.*—John Morton, 1862; William J. G. F. Barthelmess, 1862; Benjamin L. Dermott, 1862; John Gabra, 1862; Robert Smith, 1862; William B. Fenton, 1862; John A. Strong, 1862; William E. Helmer, 1862; Frederick Schrock, 1862; Thomas W. Stevenson, 1862; Thomas O'Connor, 1863; James C. Sprague, 1863; Joseph W. Baker, 1863; William L. Leeson, 1863; George S. Ricker, 1863; Joseph Wilt, 1863; Patrick Furlong, 1863; Martin Lavelle, 1863; George E. Twiss, 1862; James Balliger, 1862; Charles S. Davidson, 1862; Paris Davis, 1862; William Darcy, 1862; Allen McMullen, 1862; George S. Ricker, 1863; James Rolis, 1863; Robert Smith, 1862; George S. Ricker, 1865; John Pierson, 1865; James Clark, 1865.

#### EIGHTH MICHIGAN INFANTRY

This was partially organized at Grand Rapids, and completed organization at Fort Wayne.

September 23, 1861, when it was mustered into service, and left for the field September 27, under Col. Fenton. Its first engagement was at Port Royal, S. C., and its last at Petersburg, Va., April 3, 1865. This command was singularly fortunate in its varied travels, and gained for itself the name—"Wandering Regiment." Having participated in thirty-seven important engagements, the survivors of the war returned to Detroit August 1, 1865, where they were discharged two days later.

*Discharged.*—Charles M. Merriam, 1865; Alexander Wurtz, 1865; Jackson D. Rosencranz, 1865; George Treeve, 1865; Elijah Harrington, 1865; Wilbur F. Dickenson, 1865; George Wellman, 1865.

#### NINTH MICHIGAN INFANTRY.

This command left the camp at Detroit en route for Louisville, October 25, 1861, under Col. W. W. Duffield, with 913 officers and private soldiers. The Ninth was the first Michigan regiment to take an active part in the Western military movements. In November, 1861, it moved to Mouldroun's Hill, where it acted as "engineers and mechanics," until January 4, 1862, when it entered on regular field duty. From Pulaski, Tenn., and the pursuit of Morgan, in May, 1862, to its last engagement at Jonesboro, Ga., September 1, 1864, the record of the command is exceptionally brilliant. The number of battles in which it participated is not so large as that appearing to the credit of other regiments; yet the importance of those great contests, and the round of duty which fell to the command, make up in greater measure, what their actions want in number. In the State records an error gives credit to the Ninth for being present at Murfreesboro, July 13, 1861, though not organized until October of that year. Beginning with Murfreesboro, of July, 13, 1862, and looking over the list of battles, we find that the Ninth took a brilliant part at Laverne, December 27, 1862; at Stone River, from December 29, 1862, to January 3, 1863; at Chickamauga, September 19, and 20, and Mission Ridge, November 25, 1863; at Rocky Face, Ga., May 8; Resaca, May 14; Dallas, May 27, Kenesaw, June 25; Chattahoochie River, July 5 and 6; siege of Atlanta, July 22 to August 25; and at Jonesboro, September 1, 1864. The regiment left Marietta, Ga., October 31, 1864, for Chattanooga, where it was placed on guard duty, and where it remained until transferred to Nashville, March 29, 1865. There it was mustered out of service, September 15, 1865, and, returning to this State, was discharged at Jackson September 27, 1865.

*Discharged.*—William Kendall, 1862; Charles Segeman, 1865; Alfred Stevenson, 1865; Byram Dutcher, 1865; George M. Denis, 1865; Moses A. Shaw, 1865; Aaron Denio, 1865; Anson Clark, 1865; William Van Ostrand, 1865; Ed. S. Hunt, 1865; John Edwards, 1865.

#### TENTH MICHIGAN INFANTRY.

This command was organized at Flint, under Col. E. H. Thompson, commandant of camp. It was mustered into service February 6, 1862, and left for the front under Col. Lum, April 22, 1862. It served on thirty well-fought fields from Farmington, Miss., May 9, 1862, to Bentonville, N. C., March 19 and 20, 1865. It was mustered out at Louisville, Ky., July 19, and disbanded at Jackson, August 1, 1865.

*Casualties.*—George L. Fairchild, died at Farmington, Miss., July 8, 1862; Edmund Shirts, died at Farmington, Miss., June 21, 1862; Thomas Porter, died at Farmington, Miss., July 2, 1862; Sanford Monroe, died at Cincinnati, Ohio, July 10, 1862; Isaac D. Frazier, died at Hamburg July 17, 1862; Ezekiel Townsend, died at Flint, Mich., June 26, 1862; John Baird, died at Henderson, Ky., July 5, 1862; James Newton, died at St. Louis, Mo., August 16, 1862; Freeman Yound, died April 10, 1863; William Jones, died April 10, 1863; James Chapman, died at Antioch April 12, 1863; James Murphy, died at Antioch April 10, 1863; William H. Smith, died at St. Louis, Mo., November 6, 1862; John H. Robinson, died at Nashville, Tenn., April 13, 1863; Julius Millika, executed for desertion, May 15, 1863; William McCoy, died at Newport, Ky., July 6, 1863; Daniel Raviland, died at Nashville, Tenn., August 23, 1863; Nathan Wasey, died at Dalton, Ga., February 25, 1864; James Farrell, died at Dalton, Ga., February 25, 1864; Michael Williams, died at Kenesaw, Ga., June 24, 1864; Eugene Chase, died at Peach Tree Creek, Ga., July 19, 1864; Frank Thomas, died July 19, 1864; George Watkins, died at Jonesboro, Ga., September 1, 1864; W. H. Robinson, died at Jonesboro, Ga., September 1,



1864; Jonathan Jones, died at Jonesboro, Ga., September 1, 1864; Valentine Renthle, died at Jonesboro, Ga., September 1, 1864; Martin Farrell, died at Atlanta, Ga., September 29, 1864; Henry Graham, died at Jonesboro, Ga., September 1, 1864; Thomas Stieckland, died at Andersonville Prison June 14, 1864; Benjamin Duchesne, died at Nashville, Tenn., December 24, 1864; George Kitchen, died at Nashville, Tenn., December 24, 1864; Archibald Madison, died at Goldsboro, N. C., April 21, 1865.

*Discharged.*—Benedict Elmer, 1862; Henry A. Cope, 1862; Edward Phillips, 1862; John Stokes, 1862; George B. Nestle, 1862; Charles C. Hunt, 1862; John Clayton, 1862; Christian Cline, 1862; James G. Brown, 1863; Philander Allen, 1863; Silas Ackerman, 1863; Elias Jones, 1863; Elihu Ackerman, 1863; Henry Woodcock, 1863; John D. Tipping, 1863; Edward Young, 1863; Peter Walsh, 1863; Danforth P. Goss, 1863; Simon Shirts, 1863; John J. Robertson, 1863; James Caughill, 1863; Noah Arnold, 1863; John McKenzie, 1863; Julius M. Carrington, 1864; James P. Johnson, 1864; Robert Stephens, 1865; Alexander Young, 1865; Thomas Packer, 1865; Jason Clark, 1865; Nathan Boyce, 1865; William Belener, 1865; William Porter, 1865; Murray Heath, 1865; John Butler, 1865; Lawrence Butler, 1865; William H. Parsons, 1865; Harin E. Belcher, 1865; Denis McConnell, 1865; James Welsh, 1865; Edgar Hill, 1865; John W. Gordon, 1865; David Campau, 1865; George Wilson, 1865; Cyrus Carpenter, 1865; O. F. Lindsay, 1865; William H. Bailey, 1865; John Pomeroy, 1865; Russellans Lawrence, 1865; Adria Allen, 1865; Luther Allen, 1865; Benjamin F. Reeder, 1865; William Ayres, 1865; John Palmer, 1865; John Bennett, 1865; Thomas Farnsworth, 1865; George Bartlett, 1865; Armentus Briggs, 1865; W. W. Delahook, 1865; Michael Flynn, 1865; Louis Fletcher, 1865; S. H. Flanagan, 1865; Edward Fry, 1865; James Forbes, 1865; W. H. Johnson, 1865; Theodore Lorene, 1865; James Linen, 1865; Frank H. Morse, 1865; Oscar F. Morse, 1865; John Phillips, 1865; Henry S. Palmer, 1865; Peter Smith, 1865; Robert Sittell, 1865; Henry Sheldon, 1865; James Simpson, 1865; Henry Smith, 1865.

#### ELEVENTH MICHIGAN INFANTRY

This command left White Pigeon December 9, 1861, with 1,004 men and officers, for Kentucky. The only service rendered by the command was the repulse of Morgan, at Gallatin, Tenn., August 13, 1862. Previous to November of that year, no less than 118 soldiers of the Eleventh succumbed to disease. On the 31st of December, 1862, and the 2d of January, 1863, the regiment, then in the Fourteenth Army Corps, was warmly engaged at Stone River, losing 32 killed, 79 wounded and 29 missing, a total of 140. Soon after this engagement, the regiment was detached to act as provost guard at Murfreesboro, and it remained on that duty until the advance on Tullahoma, in June. On the 1st of July it was engaged in a sharp skirmish at Elk River, with a loss of one officer taken prisoner. After the conclusion of this movement of the army, the Eleventh went into camp at Decherd, Tenn., where it remained until the advance into Georgia on the 1st of September. The march over the mountains was accomplished under great difficulties, and at a test of great endurance on the part of the troops. On the 11th of September, the command was present at Davis' Cross Roads, covering the retreat of Negley and Bayard's troops. On the 19th of the same month, the regiment lost 7 killed, 76 wounded and 23 prisoners. The total number of deaths in the ranks during the year was 90, wounded 90 and prisoners 42. At Mission Ridge and Grayville, the command rendered good service.

During the year 1864, the regiment took a most important part in the Georgia campaign, losing 37 men killed, 17 died of disease and 80 wounded. It was honorably discharged, September 30, 1864, after a term of brilliant service. The men who re-enlisted as veterans remained and served with the new Eleventh, which arrived at Nashville March 16, 1865. The command was discharged at Jackson September 23, 1865.

#### SIXTEETH MICHIGAN INFANTRY

The organization of this command was begun under Col. Francis Quinn, at Niles, in September, 1861, and completed February 22, 1862. Moved from camp for Pittsburg Landing, March 18, and was in time to participate in the action at that point April 6 and 7. The

regiment was present at Inka, Miss., September 19; Metamora, October 5; Middleburg, Tenn., December 24, 1862; at Mechanicsville, Miss., June 4; Vicksburg, June and July; Little Rock, August and September; Clarendon, Ark., June 26; and Gregory's Landing, September 4, 1864. The command arrived at Jackson, Mich., February 27, 1865, and was disbanded March 6, 1865.

*Discharged.*—Franz Langerhausen, 1865; Samuel Porter, 1865; John Crowley, 1865; Patrick Egan, 1865.

#### THIRTEENTH MICHIGAN INFANTRY

This regiment was organized under Col. Charles E. Stuart, at Kalamazoo, and mustered into service January 17, 1862. The command left for Pittsburg Landing February 12, 1862, which point it reached in time to take a part in the fighting. Its record shows twenty-six important engagements, beginning with Shiloh, Tenn., April 7, 1862, and ending with Bentonville, N. C., March 19, 1865. The regiment arrived at Jackson, Mich., July 27, 1865, where it was discharged.

*Discharged.*—Frank Yax, 1865.

#### FOURTEENTH MICHIGAN INFANTRY.

This regiment left Ypsilanti, April 17, 1862, for Pittsburg Landing, with a force of 925 rank and file. During the first ten months it participated in numerous engagements; in the battle of Stone River, January 3, 1863, it won an enviable reputation, taking part in that affair after a march of thirty miles through rain and mud. It formed the relief for the cavalry at Franklin, from the 8th to the 14th of March, 1862; moved to Brentwood, April 8, and returned to Nashville, July 3. There it received orders to relieve the force at Franklin, where, on September 6, it was equipped as a cavalry regiment, and eight companies sent forward to Columbia. The service of this command was exceptionally brilliant, and its conduct *sans reproche*. Returning, it reported for discharge at Jackson, Mich., July 18, 1865, and was disbanded on the 29th.

*Casualties.*—Benjamin Bixby, died at Farmington, Miss., June 22, 1862; Wesley Warmesley, died at Farmington, Miss., July 23, 1862; George Arnett, died at Farmington, Miss., July 29, 1862; John Davis, died at Nashville, Tenn., May 2, 1864; Patrick Doran, died at Bentonville, N. C., March 19, 1865; Paschal Cashway, died at Goldsboro, N. C., April 6, 1865; Ezra Davis, Jr., died at Goldsboro, N. C., April 6, 1865; George H. Campbell, died at Kings-ton, Ga.

*Discharged.*—Simon Norris, 1863; John Doner, 1864; William J. C. Davis, 1862; John A. Bernard, 1862; James McSorley, 1865; Charles Alexander, 1865; John Graham, 1865; Lyman Parker, 1865; Henry Spawn, 1865; Patrick Carroll, 1865; Ephraim Rebell, 1865; William F. Gayott, 1865; Joseph Rielly, 1865; William Marsh, 1865; Peter Raebold, 1865; David B. Davis, 1865; John Dantler, 1865; Hiram Brentnall, 1865; W. J. C. Davis, 1865; Jacob Dantler, 1865; Joseph Bearden, 1865; John Dillon, 1865; William Hellings, 1865; Joseph Fountain, 1865; Bernard G. Kearns, 1865; Robert McCarthy, 1865.

#### FIFTEENTH MICHIGAN INFANTRY.

This was organized under Col. J. M. Oliver, at Monroe, and mustered into service March 20, 1862, with a force of 859 names. The command reached Pittsburg Landing in time for the military affairs at that place, April 6 and 7, 1862, and served with distinction throughout the Mississippi, Georgia and Carolina campaigns, concluding its services at Bentonville, N. C., March 19, 1865. Arriving at Detroit September 3, 1865, the regiment was disbanded.

*Casualties.*—George Ingram, died at Evansville, Ind., June 28, 1862; Andrew Strong, died at Grand Junction, May 14, 1863; Joseph H. Lewis, died at Snyder's Bluff, Miss., July 24, 1863; Thomas H. Griffiths, died at Cairo, Ill., September 4, 1863; William Orr, died at Memphis, Tenn., January 15, 1864; John Nicholls, died at Andersonville Prison, July 3, 1864; Elias Horton, died at Chattanooga, December 2, 1864; George Muspratt, died at Scottsboro, Ala., March 18, 1864; Isaac McGarry, died at Jackson, Miss., August 1, 1863.

*Discharged.*—Charles W. Green, 1862; James E. Vaughn, 1862; John Hope, 1862; Joseph Gagnier, 1862; Bartholomew McAuliff, 1862; John O'Brien, 1862; Hiram Wynsth, 1862; James

A. Morgan, 1863; Aaron Hulin, 1865; Arch McLeod, 1865; Thomas W. Bigg, 1865; John Klien, 1865; Louis Gebeau, 1865; Abram C. Green, 1865; Peter Bontriger, 1865; George S. Morrell, 1865; Fred Misselbeck, 1865; Henry Luck, 1865; Peter Vienga, 1862; Berry Bright, 1865; Jacob Humsberry, 1865; John D. Metcalfe, 1865; Samuel Metcalfe, 1865; William Sickles, 1865; James Scrambling, 1865; Andrew Burk, 1865; John Spry, 1862; Patrick O'Connor, 1865; John Parker, 1865; Louis Smith, 1865; Ambrose Masechecker, 1865; Jacob Lowrie, 1865; Fred Smith, 1865.

#### SIXTEENTH MICHIGAN INFANTRY

Originally known as Stockton's Independent Regiment, this command was organized at Camp Backus, Flint, by Col. T. W. B. Stockton, and left for Virginia September 16, 1861, with 761 officers and men. This command took part in no less than fifty-two important actions, beginning with the siege of Yorktown, Va., April 4, 1862, and concluding with the siege of Petersburg, April 3, 1865. The regiment was mustered out at Jeffersonville, Ind., July 8, 1865, and reported at Jackson, for discharge, July 12, where it was disbanded July 25, 1865.

*Casualties.*—Patrick Dowling died at Washington, D. C., April 16, 1865.

*Discharged.*—Timothy J. Wheaton, 1862; Edward Armstrong, 1863; Thomas Fresinger, 1865; Thomas C. Thoda, 1865; William Brennan, 1865; Thomas Hedden, 1865; William Button, 1865; Joseph Forbes, 1865; Daniel McCoy, 1865; Charles A. M. Hologuist, 1865; William H. Wilson, 1865.

#### SEVENTEENTH MICHIGAN INFANTRY

This, also known as the Stonewall Regiment, was organized at Detroit in May, 1862, and left for the front, August 27, under Col. William H. Withington. It took a most important part in the war for the Union, won renown at South Mountain September 14, 1862, and finished a brilliant career at Petersburg April 3, 1865. The command arrived at Detroit, June 7, 1865, where it was disbanded.

*Discharged.*—George W. Hough, 1863; Andrew J. Geister, 1864; George Gillespie, 1865; Fred Green, 1865.

#### EIGHTEENTH MICHIGAN INFANTRY.

This was organized at Hillsdale by Hon. Henry Waldron, and left for Cincinnati, under Col. E. Doolittle, September 4, 1862. The force comprised 1,002 men and officers.

On the first of November, 1862, this regiment was stationed at Lexington, Ky., and remained at that point until February 21, 1863, when it marched toward Danville, arriving on the 22d. On the 24th of February, 1863, with the forces under Gen. Carter, it retreated from Danville to the Kentucky River, skirmishing with the rebels under Gen. Pegram during the retreat. On the 28th, the regiment joined in the pursuit of Pegram, following the rebels as far as Buck Creek, making a long and rapid march, partly over a rough, mountainous road. On April 2, it returned to Stanford. On the 7th, it was ordered to Lebanon, and thence proceeded by rail to Nashville, arriving at Nashville April 14. It was stationed at Nashville, doing duty as provost guard from June 14.

The list of deaths from fatigue and hardships of war, during the year, was 89. There were 35 made prisoners.

From November, 1863, to June 11, 1864, the regiment acted as provost guard at Nashville. From July to September it served with distinction in Alabama. At Decatur, on September 24, a detachment of 231 officers and men encountered 4,000 rebels under Forrest, and for five hours gave battle. The detachment was annihilated. In October, the regiment played a most important part in the defense of Decatur. It remained in Alabama until June 20, when it left for Tennessee, where it was mustered out, at Nashville, June 20. It received its discharge at Jackson, July 4, 1865.

#### NINETEENTH MICHIGAN INFANTRY

This command was organized under Col. H. C. Gilbert, at Dowagiac, August, 1862, left for the front, September 14, and entering on active service with the Army of the Ohio, took a



prominent part in twelve well contested fields, from Thompson's Station, March 5, 1863, to Bentonville, March 19, 1865. The command was mustered out at Washington June 10, and disbanded at Jackson June 13, 1865.

*Casualties.*—Joseph Hoffert, died at Resaca, Ga., May 15, 1864; George L. Bassett, died at Resaca, Ga., May 17, 1864; Peter Morass, died July 20, 1864; James C. Chancey, died at Resaca, Ga., May 15, 1864.

*Discharged.*—William Cartwright, 1863; Phillip Wright, 1865.

#### TWENTIETH MICHIGAN INFANTRY.

This command was organized at Jackson, under Judge Fidus Livermore, and left en route for Washington, September 1, 1862, with a force of 1,012 men and officers, under Col. A. W. Williams.

This regiment crossed the Rappahannock December 13, 1862, but being in the reserve of the battle of Fredericksburg, its loss was only 11 wounded, most of them slightly. After the return to camp, near Falmouth, the regiment suffered much from sickness. Embarking at Aquia Creek, February 19, 1863, for Newport News, it was favorably located at that point, and the health and spirits of the men rapidly improved. Leaving Newport News March 19, it proceeded via Baltimore, Parkersburg and Cincinnati to Kentucky. On the 9th of May, a detachment of 100 men having been dispatched to break up a party of guerrillas, were attacked on their return by the advance guard of the rebel forces under Gen. John H. Morgan, and were obliged to fall back with considerable loss. The following morning the entire force under Morgan attacked the Twentieth in its position in the narrows of Horse Shoe Bend, on the Cumberland River. The fight lasted all day, the enemy finally retiring with a loss, as ascertained, of between 300 and 400. The loss of the Twentieth amounted in all to 29, of whom 5 were killed, 19 wounded and 5 missing. The regiment afterward fell back to Columbia, and June 3 received orders to proceed with the remainder of the Ninth Corps to re-enforce Gen. Grant, at Vicksburg. It aided in fortifying Haines' Bluff and Oak Ridge, and on the surrender of Vicksburg the regiment moved with the army to Jackson. July 10 and 11 it was engaged in skirmishing before that place with a loss of 3 wounded. After the evacuation of Jackson, the Twentieth was sent to Madison Station to destroy the railroad. July 24, it again reached Haines' Bluff. In this campaign of twenty days, the heat was terrible, and many fainted on the march. During its stay in Mississippi, the Twentieth lost by deaths from disease, 18 men and 2 officers, and at times almost half the regiment were sick. Embarking August 3, the regiment proceeded to Kentucky and on the 10th of September participated in the movement on Knoxville, Tenn., marching via Cumberland Gap. October 10, the regiment took part in the engagement at Blue Springs, with a loss of 1 killed and 2 wounded. During the year, the number killed in battle was 8, and deaths resulting from disease 90. Before the close of the year 1863, the command lost 43 men in killed and wounded in the retreat on Knoxville.

From January 16 to March 21, the command was continuously engaged in the vicinity of Knoxville. On the latter date it left en route for Annapolis, and there was attached to the Potomac Army. Every action from that of the Wilderness, May 6, to Poplar Spring Church, September 30, beheld the presence of this regiment. During the year, 90 were killed, 55 died of disease, 344 were wounded and 114 missing in action. The regiment closed its campaign at Petersburg in April, 1865; left for this State June 1, and received its discharge at Jackson, June 9, 1865.

#### TWENTY-FIRST MICHIGAN INFANTRY.

This regiment was organized at Ionia, under Commandant J. B. Walsh, in July, 1863, mustered in September 4, and left for the seat of war, under Col. Stevens, September 12. Its service began at Perryville, Ky., October 8, 1862, and finished at Bentonville March 19, 1865.

The command returned, and was disbanded at Detroit June 27, 1865.

*Discharged.*—Judson Barrett, 1863.

## TWENTY-SECOND INFANTRY.

This regiment was raised in the counties of St. Clair, Macomb, Oakland, Livingston, Lapeer and Sanilac; being what was then the Fifth Congressional District. Its rendezvous was at Pontiac, with Hon. Moses Wisner in command. The work of organization began July 15, and was completed August 29, 1862, the day it was mustered into service. The field officers and staff were as follows: Moses Wisner, Colonel; Heber Lefevre, Lieutenant Colonel; William Sanborn, Major; A. P. McCormell, Surgeon; Wells B. Fox, Assistant Surgeon; Edgar Weeks, Adjutant; Thomas C. Boughton, Quartermaster; Asher E. Mather, Chaplain. The Company officers are named as follows:

Company A—Captain, E. C. Hatten; First Lieutenant, E. M. Wisner; Second Lieutenant, William Albertson.

Company B—Captain, Alonzo McKeeler; First Lieutenant, William Hulsart; Second Lieutenant, H. W. Howgate.

Company C—Captain, John Atkinson; First Lieutenant, Jefferson J. Wilder; Second Lieutenant, John Sackett.

Company D—Captain, T. C. Beardsley; First Lieutenant, A. S. Matthews; Second Lieutenant, Elijah Snell.

Company E—Captain, Henry Carleton; First Lieutenant, Hazzard P. Wands; Second Lieutenant, Thomas C. Jackson.

Company F—Captain, A. Ashley; First Lieutenant, George W. Robertson; Second Lieutenant, Huber B. Pearson.

Company G—Captain, Joseph Goetz; First Lieutenant, William C. Stockton; Second Lieutenant, Augustus Czizek.

Company H—Captain, H. S. Dean; First Lieutenant, William A. Smith; Second Lieutenant, Lewis Brown.

Company I—Captain, F. W. Kimberk; First Lieutenant, Walter Bowers; Second Lieutenant, James Page.

Company K—Captain, Alexander G. Galbraith; First Lieutenant, Henry Briedenback; Second Lieutenant, St. John A. Simons.

September 4, 1862, the regiment left Pontiac *en route* to Kentucky 997 strong. A flag was presented to the command by the young ladies of that city, which was presented by J. S. Dewey before the departure of the regiment. Col. Wisner died of typhoid fever at Lexington, Ky., January 4, 1863. Maj. Dean's report, made December 23, 1863, deals historically with the military operations of the command from November, 1862, to the close of February, 1863. He states:

From November 1, 1862, to February 21, 1863, the regiment was encamped at Lexington, Ky., doing picket and provost guard duty. February 21, marched from Lexington to Danville, arriving at the latter place at 4 P. M., February 22, distance 35 miles. February 23, marched for Nicholasville, distance 21 miles, arriving 7 A. M., February 24; thence by rail to Lexington, distance 12 miles. Companies A, F, D, I, C, and H, returned to old camp, one mile from Lexington. Companies E, K, G, and B, moved by rail to Cynthiana, distance 23 miles, arriving at 2 P. M., February 24. February 28, this detachment returned to Lexington by rail. Here the regiment remained in camp until March 21, when it moved by rail to Nicholasville, arriving at that place at 3 A. M., March 22, distance 12 miles; marched for Danville at 6 A. M. of the same day, arriving at that place at 4 P. M., distance 21 miles; quartered the men for the night. March 23, 8 A. M., moved out of town one mile into camp; March 24, were attacked by the enemy under Gen. Pegram, and received orders to fall back to Kentucky River bridge (Hickman Bridge, which was accomplished with the loss of two men slightly wounded and one man taken prisoner, distance 12 miles, arrived at the bridge at 1 A. M. March 25, at 8 A. M., marched out three miles on Danville road, when skirmishers found the enemy's picket, formed line of battle, kept up light skirmishing till 3 P. M., when the regiment was ordered to fall back to north side of Kentucky River, distance 4½ miles. March 26, 8 A. M., moved to support of battery on bank of Kentucky River; 3 P. M., returned to camp. March 27, 9 A. M., marched for Nicholasville, arrived 1 P. M.,

distance 9 miles. March 28, 5 A. M., marched for "Camp Dick Robinson;" arrived there at 12 M., distance 13 miles. March 29, marched to Lancaster, distance 7 miles. March 30, moved to Duck River, distance 3 miles; found the enemy had destroyed the bridge; marched back through Lancaster to Crab Orchard, distance 15 miles. March 31, marched from Crab Orchard to Buck's Creek, distance 17 miles. April 1, returned to Crab Orchard, 17 miles. April 2, marched to Stanford, distance 10 miles. Here the regiment went into camp and remained until April 8, when it took its line of march for Lebanon, Ky. distance 44 miles; arrived at Lebanon April 10, 8 A. M. April 12, at 11 A. M., ordered to take cars for Nashville, Tenn., leaving at 6 P. M. April 13, and arriving at Nashville 6 P. M.; 14th, quartered for the night in barracks; 15th went into camp one mile out of the city; distance from Lebanon to Nashville, 150 miles. The regiment remained at Nashville, doing "interior" guard duty until September 5, when it moved by rail to Bridgeport, Ala., distance 122 miles, arriving there September 6; crossed pontoon bridge and encamped on the island in Tennessee River. September 13, moved in light marching order for Rossville, Ga., distance 32 miles; reached Rossville September 14 and encamped; September 17, marched to Ringgold, Ga., 15 miles. September 18, returned to Rossville. September 19, moved out on road northeast of the Ringgold road 3 miles; at 12 M., crossed over to Ringgold road; here remained in line of battle until 9 A. M. September 20, were ordered to the left to re-enforce Gen. Thomas; became engaged at 2 P. M. The result of this engagement is shown by the accompanying report. What remained of the regiment returned to camp at Rossville, on the night of September 20. On the 21st, the regiment was ordered to the rear. On the 23d, it encamped on "Moccasin Point," on the north bank of the Tennessee River, 7 miles from Rossville. It was engaged at this place in building fortifications and doing picket duty until October 28, when it was ordered to the south side of the Tennessee River, to the support of Gen. Hooker. Threw up rifle pits on hill commanding Lookout Valley, returning to camp on Moccasin Point October 30. At that time the regiment was attached to the Third Brigade, Second Division, Fourteenth Army Corps, that was acting with the Second Brigade, Second Division, Fourth Army Corps, Brig. Gen. Whittaker commanding, to whom the regiment is indebted for many acts of kindness and consideration. The regiment is now attached to the Engineer Brigade, commanded by Brig. Gen. William F. Smith, Chief Engineer of the Military Division of the Mississippi.

The marches of the regiment through Kentucky were performed at a season of the year when the roads were bad, and portions of the march were accomplished amid heavy falls of snow and rain, but under these trying circumstances the men of the Twenty-second, as they have always done, discharged their duty faithfully.

FORT WHITTAKER, OPPOSITE LOOKOUT MOUNTAIN, 4  
NEAR CHATTANOOGA, October 12, 1863. }

SIR—Having had the honor of commanding the Twenty-second Michigan, Col. Le Favour, in my brigade in the battle of Chickamauga, and being personally observant of their undaunted heroism, I send a copy of my report to advise you more especially, and a copy of the tabular statement accompanying, that you may see their loss. Let me urge you for the good of our service, and as a reward to a chivalrous officer, to use your influence for the promotion of Col. Le Favour.

Respectfully yours, etc.,

W. C. WHITTAKER, *Brigadier General Fourth A. C.*

To the Governor of Michigan, Lansing, Mich.

The following is from the report of Col. Whittaker: \* \* \* "My command was then moved by the flank in two lines at double quick time up the valley for nearly a mile, under a heavy fire of shell from a rebel battery. Several were killed and wounded in this charge. Arriving at the point occupied by Gen. Thomas, we found him sorely pressed and yielding stubbornly to superior numbers. I was directed to drive the enemy from a ridge on which he had concentrated his forces in great numbers, supported strongly by artillery, and was imminently threatening destruction of the right by a flank movement. Forming my command in two lines, Ninety-sixth Illinois on the right, Twenty-second Michigan on the left, and One Hundred and Fifteenth Illinois on the center of the first line. Both lines advanced then at a double quick against the enemy. The conflict was terrific; the enemy was driven nearly half a mile; rallying, they drove my command a short distance, when they in turn were driven again with great loss. Both lines had been thrown into the conflict on the second charge, and the



whole line kept up a deadly and well directed fire upon the enemy, who fought with great determination and vigor. The Twenty-second Michigan, after fighting for nearly three hours, having exhausted their ammunition, boldly charged into the midst of overwhelming numbers with the bayonet, driving them, until overcome by superior numbers."

The following is from Lossing: "Wood had barely time to dispose his troops on the left of Brannan before they were furiously attacked, the Confederates keeping up the assault by throwing in fresh troops as fast as those in front were repulsed. Meanwhile, Gen. Gordon Granger, who, at Rossville, had heard the roar of guns where Thomas was posted, had moved to his support, without orders, and appeared on his left flank at the head of Steedman's division of his corps. He was directed to push on and take position on Brannan's right, when Steedman gallantly fought his way to the crest of the hill at the appointed place, and then turning his artillery upon the assailants, drove them down the southern slope of the ridge with great slaughter. They soon returned to the attack, with a determination to drive the Nationals from the ridge. They were in overwhelming force, and pressed Thomas in front and on both flanks. Finally, when they were moving along a ridge and in a gorge, to assail his right in flank and rear, Granger formed the brigades of Whittaker and Mitchell into a charging party, and hurled them against the Confederates, of whom Gen. Hindman was the commander, in the gorge. They were led by Steedman, who, seizing a regimental flag, headed the charge. Victory followed. In the space of twenty minutes, Hindman and his Confederates disappeared, and the Nationals held both ridge and gorge. The latter had lost heavily. Steedman's horse was killed, and he was badly bruised by a fall, and Whittaker was stunned by a bullet and fell from his horse."

Col. Le Favour says of his regiment at Chickamauga, on September 20: "The second charge the rebels drove the brigade to the bottom of the hill. It was re-formed, marched up, and again took the crest. The regiment was out of ammunition, and word was sent to Gen. Whittaker to that effect. 'You must use your steel,' was the reply. The regiment rushed forward with fixed bayonets and empty muskets, under a most terrific fire of grape and musketry, received the counter charge of the enemy, repulsed and drove them at every point." \* \* "Cartridges all gone. 'You must use the bayonet,' says Gen. Whittaker to the Twenty-second. The enemy again furiously advance. The sun has gone down on that bloody field, in the twilight it is difficult to distinguish friend from foe. The Twenty-second rushes forward with bayonets fixed and empty muskets under a terrible fire of grape and musketry, meet the charge of the enemy, drive him at every point. An order comes to 'fall back.' 'Tis too late; the regiment is closed in on both flanks, cut off, and darkness finds nearly all the living in the hands of the enemy, the dead on the field."

The following interesting account is by Col. John Atkinson, then a Captain in the regiment:

CAMP LE FAVOUR NEAR CHATTANOOGA, September 20, 1863

MR. EDWARD LE FAVOUR, DETROIT, MICH.

*Dear Sir*—Knowing that many of the people of Michigan will look anxiously for news from our regiment, I take the liberty to give you what facts I can, rather relating to the part it took in the late battle.

From Brig. Gen. Whittaker I learn that on Friday, the 18th inst., he was ordered to advance with his brigade from Rossville toward Ringgold, as far as the Chickamauga River, take possession of the bridge and hold it without bringing on a general engagement. He met the rebels at 1 P. M. and fought till 5 P. M., driving them, though more than two to one in numbers. On Saturday morning, he was re-enforced by Mitchell's and McCook's brigades and by the Twenty-second Michigan and Twenty-ninth Ohio, under Col. Le Favour. Col. Le Favour, with his command, was attached to Gen. Whittaker's brigade. That day and night were passed in line of battle. Sunday, at 9 A. M., the fight commenced on Gen. Thomas' line, which was broken and compelled to fall back. Gen. Whittaker was ordered to advance to the right and re-enforce Thomas at a point some four miles distant. Moving rapidly, he found the rebel cavalry in position to stop him, but soon drove them off, and succeeded in taking up his position near the right of Thomas' line. Steedman, commanding First Division, reserve corps, received word from Thomas that the enemy must be driven from the hill to his right. Gen. Whittaker was ordered to the work and advanced in two lines, the first composed of the Ninety-sixth Illinois, on the right, One Hundred and Fiftieth Illinois in the center, and Twenty-second Michigan on the left; the Second and Fortieth Ohio on the right, Eighty-fourth Indiana in the center, and Eighty-ninth Ohio on the left and in rear of the Twenty-second Michigan, both under Col. Le Favour. Charging on the enemy's lines, they drove them from the hill full half a mile. Here the rebels

rallied, and Longstreet's corps came rushing down in masses eight lines deep. The gallant brigade received and repulsed them with terrible loss. Lieut. Col. Sanborn was wounded while in front of the regiment. The noise making it impossible to make himself heard from his place in the rear, and desiring to halt the line, he rushed in front, and just as he had succeeded in restoring order and halting his regiment, he received the wound. The Color Sergeant, Philo G. Durkee, was shot through the breast and face, and fell dead the first round. Corp. Stansell, of the color guard, from Company H, grasped the colors, but had scarcely raised them when a ball passed through his head, killing him instantly. Corp. Vincent, Company C, lifted the colors, and a moment after received a ball in the thigh, wounding him severely. He was carried to the rear. First Sergt. William F. Atkinson took the colors, handing them to Sergt. Kendall, Company C, who carried them the rest of the day, and had them when the regiment went into the last charge.

The second charge the rebels drove the brigade to the bottom of the hill. It was re-formed, marched up, and again took the crest. Col. Le Favour sent Gen. Whittaker word that his ammunition was exhausted. "You must use your steel," was the reply. And now the rebels advanced a third time. The sun had gone down. In the twilight it was difficult to distinguish friend from foe. The Twenty-second rushed forward under Col. Le Favour in person, with fixed bayonets and empty muskets, under a most terrific fire of grape and musketry, received the charge of the enemy, repulsed and drove them at every point. Gen. Steedman sent an order to fall back, but too late. Before it arrived the regiment was closed in upon by rebel hordes on both flanks and cut off. This brave charge, Gen. Steedman says, saved that portion of the army.

Gen. Whittaker, who fought at Shiloh and Murfreesboro, says he never heard such heavy musketry, and never saw such magnificent charges. He had four staff officers killed and received himself a slight wound in the side.

He, Gen. Steedman and Gen. Gordon Granger behaved in a manner worthy of the men they led. Each was seen in advance of his staff, and where the danger was the greatest. Gen. Steedman's horse was shot under him. Gen. Granger received a bullet in his hat. Their bravery is the talk of the army, and their gallant conduct will never be forgotten. During the entire fight Col. Le Favour rode along the line, his hat in one hand and drawn sword in the other, cheering on his men—and whose voice could cheer them like his? for not a heart in the brave band but loved him; not a man but would willingly die that his Colonel might live. Gen. Whittaker told me personally that he never saw soldiers behave more gallantly. Col. Sanborn is complimented by every one for his coolness and bravery. And more than one brave fellow has wept those tears which only brave men weep, on hearing that his wound will keep him from us for a long time, perhaps forever. Not merely as an officer did we all respect and honor him. His great heart broke over those distinctions that separate officers and men, and made him not only the commander but the brother.

Capt. A. M. Keeler is among the missing. He must have been in command of the regiment on the second charge, and went into the third and last well. He and the Adjutant, Matthews, reported wounded and a prisoner, are said to have been everywhere along the line, encouraging and urging on their men. Capts. Snell, Wands, Galbraith and Goetz, when last seen, were severely wounded, probably mortally. Capt. Smith had his leg amputated. Lieut. Ed. G. Spaulding was wounded on the first round through the hip. He went to the rear, but finding his wound less severe than he supposed, again returned to his company, and remained with it during the entire day, he being in command. Sergt. William F. Atkinson, Acting Second Lieutenant, was slightly wounded above the knee, but, binding his handkerchief around his leg, remained on the field. Capt. Kimberk, Lieuts. Robertson, Hamilton, Button, Willets, Drake, Aid-de-Camp to Col. Le Favour Mead, Andrews and Albertson were uninjured previous to the third and last charge. Only Lieut. Albertson escaped. Capt. Kimberk not going to this charge.

Many are undoubtedly prisoners, but a number even of those must be wounded.

All behaved with the greatest gallantry. Drs. McConnel and Lawrence were on the field to the last, dressing the wounds and giving the necessary directions for the proper care of the disabled. They have the thanks of their comrades.

I send you lists of the killed; wounded and missing. It would undoubtedly gratify the friends of all to see them published, as the suspense and uncertainty attending the affair must be very great.

Michigan is again called upon to mourn many a gallant son; but a new glory has been added to her history. We pause in the great work to drop a tear, not for the brave who have fallen, but for the dear ones at home, to whose hearts a new sorrow has been brought.

What remains of the regiment is upon the hills on the north side of the river, just opposite Lookout Mountain, which is occupied and fortified by the rebels. Its present strength, not including the band, is 149 enlisted men, nine Lieutenants and two Captains. The Major and myself were on Gen. R. S. Granger's staff at Nashville up to the 13th inst., when we were relieved, by request, for the purpose of reporting to our regiment. We arrived here on the morning of the 22d. The armies lie in the presence of each other. From the hill where I write, I can see our troops fortifying the plains below, and the rebels the hills beyond them. Last night the line of each army could be traced by its camp fires. Another great battle, in which the whole force of the Southern Confederacy will be hurled upon our brave army, is expected to open at any hour.

I am, very truly, your obedient servant,

JOHN ATKINSON, *Captain Company C, Twenty-second Michigan.*

This regiment, which, on the 2d of November, 1863, had been detached from the Fourthteenth Army Corps, and attached to the Engineer Brigade, remained at or near Chattanooga, Tenn., until the 26th of May, 1864, engaged in the usual duties of the engineer service. From the 2d to the 21st of November it was employed in building a road from Chattanooga to Brown's Ferry, on the Tennessee River. On the 22d, it proceeded with a pontoon bridge up

the Tennessee River, and laid the same for the crossing of the command of Gen. Sherman to attack the rebel position on Mission Ridge. Returning to Chattanooga, the regiment threw a bridge across the river at that place, on the 25th, and on the 1st of December moved its camp to the foot of Lookout Mountain, and was employed until the 16th in repairing the railroad and the railroad bridges. At the latter date the regiment moved into Chattanooga, where it was employed in building storehouses and similar duty. Detachments of the regiment were sent up the river, and employed in cutting and rafting timber to Chattanooga; others were engaged at Moccasin Point, in setting up a portable steam saw mill, and in getting out lumber. On the 19th of November, the regiment moved to Lookout Mountain, continuing its service as artisans and engineers for some months. On the 26th of May, it marched from Lookout Mountain, and on the 31st reported at headquarters of the Department of the Cumberland, then in the field at Brown's Mill Creek, Ga. The Twenty-second and the Ninth Michigan Infantry were organized on the 1st of June into a brigade, to be known as the Reserve Brigade, Department of the Cumberland, and the former was detailed for provost duty. It participated in the movements of the Army of the Cumberland in its march to Atlanta. On the 6th of July, it moved to Vining's Station, on the Western Railroad, and on the 18th to Pace's Ferry, on the Chattahoochee River. The regiment was here employed in building bridges across the Chattahoochee. On the 21st of July, it marched toward Atlanta. On the 27th of August, it encamped at Red Oak, on the Montgomery Railroad, and on the 29th destroyed a portion of that road. On the 30th and 31st, the regiment marched toward Jonesboro, encamping south of that place on the 2d of September. Returning in the direction of Atlanta, it marched into that place on the 8th, and was employed until the 31st of October on provost duty. At that date it moved to Marietta, Ga., eighteen miles toward Chattanooga.

On the 31st of October, 1864, the regiment left Marietta, as part of the escort to the headquarters of Maj. Gen. Thomas, and arrived at Chattanooga November 5, having made the march of 138 miles in a little over six days. The Twenty-second formed a part of the Reserve Brigade, Army of the Cumberland, which was doing duty as provost guard of the department. It remained at Chattanooga during the winter at that duty, and furnishing guards for steamers leaving that port, and was also engaged in building barracks. On April 1, 1865, the regiment was transferred from the Reserve Brigade to the command of Maj. Gen. Steedman, commanding the district of Etowah and on the 7th was assigned to the Third Brigade, Separate Division, Army of the Cumberland, at Chattanooga, where it continued to serve until June 20, when it was ordered to Nashville, where it was mustered out of service on the 24th, and on the 27th left for Michigan by rail, via Louisville, Indianapolis and Michigan City, and arriving at Detroit on the 30th, was there paid off and discharged on the 11th of July.

The regiment while in service was engaged at Danville, Ky., March 24, 1863; Hickman's Bridge, Ky., March 27, 1863; Pea Vine Creek, Tenn., September 17, 1863; McAfee's Church, Tenn., September 19, 1863; Chickamauga, Tenn., September 20, 1863; Wantahatchie (near Chattanooga), Tenn., September 28 to October 28, 1863; Mission Ridge, Tenn., November 26, 1863; Atlanta, Ga., July 22 and 23, 1864.

This regiment had carried on its rolls 1,586, and its losses were 374, of which 1 officer and 52 men were killed in action; died of wounds, 2 officers and 27 men; of disease, 3 officers and 289 men.

In August or September, 1862, and soon after the Eighteenth and Twenty-second Regiments went to the field in Kentucky, they were brigaded under command of Col. Doolittle, of the Eighteenth. The Government at that time being remarkably careful of rebel property, both man and beast, it became necessary for Col. Doolittle to issue an order against killing hogs. In the Twenty-second was the waif, Johnny Clem, who had straggled from his home with an Ohio regiment, and then joined the Twenty-second Michigan. The first that is known of this little wanderer of ten summers—small enough to live in a drum—he is beating the long roll for the Twenty-second. Although a mere child, he had learned all sorts of tricks from the soldiers, and did not fully yield obedience to all orders. One morning the Colonel heard a musket report in the immediate vicinity of the camp, and, being desirous of finding out the cause hurried out among the bushes, and there found Johnny and his victim, a hog, near by.



"John," says the Colonel, "don't you know that it is against orders to kill hogs?" "I know it; but, Colonel, I don't intend to let any rebel hogs bite me!"

At Chickamauga he was a marker. On Sunday of the battle the little fellow's occupation is gone. He picks up a gun, fallen from some dying hand, finds ammunition, and begins on his own account, blazing away close to the ground, like a fire-fly in the grass. Late in the waning day this waif, left almost alone in the whirl of battle, a rebel Colonel dashes up, looks down on him, orders his surrender. "Surrender," he shouts, "you little —!" Scarcely were the words spoken, like a flash Johnny brought his piece to an order, slipped his hand to the hammer, swings up the gun to a charge bayonet; the rebel raised his saber to strike, the glancing barrel lifted into range, and the haughty Colonel tumbled from his horse.

Clem was afterward captured, but says that after the most of the regiment had been made prisoners by a large force of rebels and were being marched to the rear, they were fired upon by another rebel force, when he dropped as if shot, and after lying for some time on the ground, and until the escort had moved off, he traveled to Chattanooga during the night, a distance of about ten miles.

This boy attracted the attention of the noble hearted Thomas, who sent him to school at his own expense, then obtained an appointment for him at West Point, and he is now a very gentlemanly officer of the army.

*Casualties.* —Merritt Allen, died at Lexington, Ky., December 25, 1862; George L. Aglor, at Chickamauga, Tenn., September 20, 1863; Fred Herger, at Chickamauga, Tenn., September 20, 1863; Joseph Glenn, at Chattanooga, Tenn., October 20, 1863; Noble Hunter, at Chattanooga, Tenn., October 8, 1863; William Ross, at Chickamauga, Tenn., September 20, 1863; Charles Huff, at Chickamauga, Tenn., September 20, 1863; Ed Goodwin, at Chickamauga, Tenn., September 20, 1863; Thomas Verrall, at Chickamauga, Tenn., September 20, 1863; F. W. H. Laveare, at Chickamauga, September 20, 1863; John A. Koepfven, at Nashville, Tenn., June 30, 1863; Albert Staples, at Lexington, Ky., April 15, 1863; William Baird, at Nashville, Tenn., August 1, 1863; Dominique Maure, at Lexington, April 6, 1863; John P. Lutz, at Stevenson, Ala., October 12, 1863; John McNulty, at Chattanooga, Tenn.; Christian Slowman, at Nashville, Tenn., February 18, 1864; Franz Shultz, at Nashville, Tenn., November 1, 1863; John Bryan, at Atlanta, Ga., September 26, 1864; William H. Moore, at Murfreesboro, Tenn., November 25, 1863; Oscar Bartlett, at Danville, Va., January 22, 1864; William J. Holcomb, at Danville, Va., January 14, 1864; Charles McCauley, while a prisoner of war, 1864; Reuben S. Eaton, at Camp Sumter, Ga., May 18, 1864; James Ayers, at Camp Sumter, Ga., June 19, 1864; John J. Hannah, at Camp Sumter, June 9, 1864; James A. McMurray, at Danville, Va., April 10, 1864; Henry Walker, at Camp Sumter, Ga., June 6, 1864; William Pettyplace, at Danville, Va., March 16, 1864; Patrick Atkinson, at Andersonville, Ga., June 26, 1864; James Williams, at Danville, Va., January 5, 1864; Cornelius Gleeson, at Annapolis, Md., May 9, 1864; John Zett, at Andersonville, June 28, 1864; William Maxpadden, at Andersonville, September 1, 1864; William Pangborn, at Andersonville, August 1, 1864; Robert Tripp, at Grand Rapids, Mich.; Lewis Mandell, at Indianapolis, May 9, 1864; F. E. Yacht, at Andersonville, May 15, 1864; William Keeler, at Chattanooga, June 9, 1864; Ralph F. Babcock, at Danville, January 5, 1864; Theo. Bouchard, June 12, 1865; August Boortz, at Chickamauga, September 20, 1863; Sumner T. Kenyon, at Jeffersonville, Ind., April 17, 1865; Constantine Miller, at Florence Prison, S. C., February 28, 1865; Charles Burt, at Charleston Prison, S. C., September 30, 1864; James H. Lane, on steamer Sultana, April 28, 1865; William R. Phillips, at Annapolis, Md., December 27, 1864; Charles H. Rood, at Andersonville, August 1, 1864; James Russ, at Andersonville, July 23, 1864; Merritt Allen, at Lexington, Ky., December 25, 1862; Richard Davy, at Camp Sumter, July 1, 1864; Homer McCollum, at Nashville, Tenn., November 15, 1864; Virgil McCollum, at Burdetteville, Mich., January 13, 1864; Louis Defoe, at Chattanooga, Tenn., May 18, 1864; Benson Elliott, at Chattanooga, Tenn., June 6, 1864; Thomas Borden, at Chattanooga, Tenn., April 30, 1865; Lorenzo Dingman, at Chattanooga, Tenn., April 4, 1865; Jared B. Gray, at Romeo, Mich., January 16, 1865; Charles Martin, at Chattanooga, January 1, 1865; William Marien, at Andersonville, Ga., September 19, 1865; Robert M. Woolsie, at Andersonville, Ga., May 4, 1865; Leonard Harder, at Lexington, Ky., November 29, 1862.

*Discharged.*—Wanton A. Tripp, 1862; James Randolph, 1862; Peter Gilloy, 1862; W. J. Almass, 1863; Phile Beardslee, 1863; Charles Lague, 1863; James Barden, 1863; R. S. Holland, 1863; Duncan McLeod, 1863; Stephen Pray, 1863; Bradford Reed, 1863; Daniel Kennedy, 1863; Edwin Randolph, 1863; John Markell, 1863; John McDonald, 1863; Benjamin Smith, 1864; Alvah Peck, 1864; Ely McShane, 1863; Joseph Debutto, 1865; Henry Carniss, 1865; Francis Tosh, 1865; Augustus Tosh, 1865; John Denny, 1865; Thomas Wilcox, 1865; George H. Lee, 1865; Emmons Hall, 1865; Marcus Young, 1865; William Andrews, 1865; William Barden, 1865; John K. Burley, 1865; George E. Bush, 1865; John H. Carson, 1865; Elijah Campbell, 1865; John C. Cameron, 1865; Charles Duffy, 1865; James W. Dickey, 1865; William R. Estey, 1865; Asel Groomer, 1865; George Hyde, 1865; Ransom Helman, 1865; William B. Johnson, 1865; Palmer Kellogg, 1865; William Koepfgen, 1865; John J. London, 1865; William Litney, 1865; William Lashbrook, 1865; Henry Lashbrook, 1865; James McMurray, 1865; Daniel S. Oliver, 1865; Archibald Rupert, 1865; John W. Stonehouse, 1865; J. A. Vincent, 1865; James Walsh, 1865; George Worth, 1865; John Whiting, 1865; Orlando Brown, 1865; Philip Berg, 1865; George Hannah, 1865; Robert Helliker, 1865; Samuel E. Martin, 1865; Samuel J. Miller, 1865; Charles McAuley, 1865; Uriah Shufeldt, 1865; Freeman Terril, 1865; Ira Wilson, 1865; Edward E. Conlin, 1865; Joseph Tacey, 1865; James Green, 1865; John Adamson, 1865; John E. Davis, 1865; Louis Beson, 1865; Nelson Churchill, 1865; Isaac Biddlecomb, 1865; Ira C. Marks, 1865; George W. Hopkins, 1865; Frederick Nicolle, 1865; Truman S. Cook, 1865; Sebastian Allman, 1865; John Barney, 1865; Charles Barney, 1865; Robert Brabant, 1865; Joseph N. Burch, 1865; George W. Bennett, 1865; Daniel Boshaw, 1865; Jay W. Carr, 1865; Hiram A. Cusick, 1865; James Campbell, 1865; John Draves, 1865; Schuyler Dingman, 1865; James Duchesne, 1865; Sydney Dove, 1865; Jacob Fox, 1865; Gottlieb Fritz, 1865; Andrew Geister, 1865; Patrick Gleeson, 1865; John Gill, 1865; Augustus Harn, 1865; David P. Ingles, 1865; William A. Jackson, 1865; Webster A. June, 1865; William Kiddle, 1865; John Kennedy, 1865; Thomas Kemp, 1865; Daniel C. Lampman, 1865; Sylvester Moore, 1865; Thomas C. Phillips, 1865; Alfred Roberts, 1865; Albert Rice, 1865; William E. Rice, 1865; Peter Raymond, 1865; Henry Streets, 1865; Charles H. Skinner, 1865; Harry W. Smith, 1865; Frederick Stockberry, 1865; Llewellyn Vosburg, 1865; Charles K. Jackson, 1865; Oliver Dumais, 1865; Francis Skinner, 1865; Timothy Fuller, 1865; Sheldon A. Quick, 1865; John Van Voorhees, 1865; Robert Smith, 1865; Stephen Ross, 1865; John M. Le Bay, 1865; Julius Jones, 1865; H. G. L. Jonas, 1865; Frederick Klusendorf, 1865; C. F. Muggleberry, 1865; Augustus Muggleberry, 1865; Antoine Rose, 1865; Frank Rose, 1865; Henry Schwincke, 1865; Peter Mercerem, 1865; Henry Hanson, 1865; James Baker, 1865; David Hawson, 1865; Albert Stewart, 1865.

#### TWENTY-THIRD MICHIGAN INFANTRY

This command was organized at Saginaw under David H. Jerome, then Commandant of camp, and left the rendezvous September 18, 1862, under Col. M. W. Chapin, for Kentucky, with a force of 983 officers and private soldiers. The command was engaged on garrison until the summer of 1863, when it participated in the affair at Paris, Ky., July 24. Subsequently it took a prominent part in twenty three engagements, the last at Goldsboro, March 22, 1865; and returning to the State was mustered out at Detroit July 20, 1865.

#### TWENTY-FOURTH MICHIGAN INFANTRY

This command was mustered into service at Detroit, August 27, 1862.

*Casualties.*—Henry Wallace died at Philadelphia, October 17, 1864.

*Discharged.*—Peter La Croix, 1865; Joseph Parker, 1865; Christopher Mahon, 1865; James Baker, Jr., 1865; Charles Barney, 1865; Joseph Brabant, 1865; Henry Campbell, 1865; David W. Curry, 1865; George W. Fox, 1865; William H. Warner, 1865; Daniel Herrin, 1865; Thomas Cobbeldiek, 1865; Joseph Sampier, 1865; Joseph Quibell, 1865; Thomas Roberts, 1865.

#### TWENTY-FIFTH MICHIGAN INFANTRY

This command was organized at Kalamazoo, under Commandant H. G. Wells, by Col.

Orlando H. Moore, and mustered into service September 22, 1862, with a muster of 896 officers and men. Its first battle was at Munfordville, Ky., December 27, 1862, and its last at Nashville, Tenn., December 16, 1864. The command was mustered out at Salisbury after the surrender of the rebel Gen. Johnson, and, returning to the State, received discharge at Jackson, July 2, 1865. Asabel W. Snyder was the only soldier reported from St. Clair. He was discharged in 1865.

#### TWENTY-SIXTH MICHIGAN INFANTRY.

This was organized at Jackson, and mustered into service December 12, 1862. It left *en route* to Washington, under Col. Judson S. Farrar, of Mt. Clemens, December 13, with a force of 903 officers and enlisted men. The regiment was engaged doing provost duty at Alexandria, Va., until April 20, 1863, when it entered on regular service, being present at Suffolk from April 22 to May 14, 1863. The operations of the command were confined to Virginia, in which State it won laurels on no less than twenty-seven fields, concluding a term of brilliant service at Petersburg April 3, 1865. The regiment was mustered out at Bailey's Cross Roads June 4, and returning was paid off at Jackson June 16, 1865. The command was on service in New York City during the riots of 1863. Under its Colonel, it was subsequently a garrison regiment on Staten Island from July, 1863, until October of the same year. Stephen L. Craine was the only St. Clair soldier.

#### TWENTY-SEVENTH MICHIGAN INFANTRY.

This was organized at Ypsilanti April 12, 1863. The nucleus of the Twenty-seventh was ordered from Port Huron to the former point, where it was consolidated with the Twenty-eighth, under the name of the Twenty-seventh Infantry. Eight companies, of 108 men each, were mustered in April 12, 1863, and ordered to report at Cincinnati, where organization was completed. This command was stationed at various posts in Kentucky, until the advance of the Ninth Corps, to which it was attached, into Mississippi. From the battle at Jamestown, Ky., June 2, 1863, to that near Knoxville, Tenn., January 23, 1864, its service was confined to Tennessee and Kentucky, with the exception of the term passed before Vicksburg, Miss., June 22 to July 4, 1863. It entered the Virginia campaign at the Wilderness May 5, 1864, and closed its service in that State before Petersburg April 3, 1865. The regiment received discharge at Detroit June 30, 1865.

*Casualties.*—Charles Mawley died at Cincinnati August 31, 1863; William Murphy, killed at Crab Orchard, September 27, 1863; Ira Heminger, at Spottsylvania, June 3, 1864; Henry Card, at Petersburg, July 30, 1864; William Sailbender, at Petersburg, June 27, 1864; George Slone, at Petersburg, August 12, 1864; M. O'Loughlin, at Knoxville, November 29, 1863; D. Buchanan, at Petersburg, June 25, 1864; Adam Baird, at Petersburg, June 18, 1864; Alonzo Dingman, at Cold Harbor, June 3, 1864; George A. Fields, July 24, 1864; George B. Wey, at Petersburg, June 16, 1864; Robert Chambers, April 5, 1865; Byron Hicks, at Salisbury, N. C., February 7, 1865; Thaddeus W. Casler, at Cincinnati, Ohio, August 15, 1863; Charles E. Putnam, at Port Huron, Mich., November 24, 1864; Charles Bishop, at Richmond, Va., October 12, 1864; Christian Barsdofer, at Salisbury, N. C., December 16, 1864; Denis Hagan, at Port Huron, Mich., November 28, 1862; Robert Little, at Andersonville, May 22, 1865; Andrew McAuley, at Salisbury, N. C., March 22, 1865; Oliver T. Munn, at Andersonville, May 13, 1864.

*Discharged.*—Richard S. Tuttle, 1863; Myron H. Phillips, 1864; Robert H. Ellsworth, 1864; Erastus Fuller, 1864; L. J. Crawford, 1863; John Rooney, 1863; Francis C. Bellinger, 1863; Henry H. Stevens, 1863; Charles D. Herrington, 1862; Lisle B. Harrison, 1865; John Henry, 1865; Henry Eddy, 1865; Archibald McAllister, 1865; William Seward, 1865; James Stewart, 1865; James E. Tacker, 1865; Jerome N. White, 1865; James T. Walsh, 1865; George Brines, 1865; Robert H. Ellsworth, 1865; Charles Lefever, 1865; Zimri Mitchell, 1865; Levi E. McCullen, 1865; Michael McElroy, 1865; Asa Proser, 1865; George Reunle, 1865; Alexander Stern, 1865; Jesse Wright, 1865; Antoine Valentine, 1865; Josiah S. Pierce, 1865; L. W. Gunney, 1865; David Murphy, 1865; Matthew Craven, 1865; Jerome Burley, 1865; Joseph Cobblestick, 1865; Andrew J. Cole, 1865; Thomas Dunn, 1865; Louis Durette, 1865; George Dingman, 1865; William Johnson, 1865; Elihu Mills, 1865; James McAuley,



1865; James McDowell, 1865; Michael Murphy, 1865; Andrew Minihan, 1865; James Putnam, 1865; William Ruddock, 1865; Lester Westover, 1865; George H. Dunn, 1865; Henry Taylor, 1865; Robert Wilson, 1865; John P. Grow, 1865; James Patterson, 1865; Jacob O. Kore, 1865.

#### TWENTY EIGHTH MICHIGAN INFANTRY

This regiment resulted from the consolidation of the Twenty eighth, rendezvoused at Marshall, under Com. S. S. Lacey, and the Twenty ninth, rendezvoused at Kalamazoo, Com. W. B. Williams. This organization of ten full companies left Kalamazoo, under Col. Delos Phillips, October 26, 1864, and arrived at Camp Nelson, Ky., November 10, 1864. Its regular service began at Nashville, Tenn., December 12, 1864, and closed at Wise's Forks, N. C., March 10, 1865. The command was mustered out June 5, 1866, and returning received its discharge at Detroit June 8, 1866.

*Discharged.* T. Smith, 1865; Andrew Havel, 1866.

#### TWENTY NINTH MICHIGAN INFANTRY

This command was designated as the Thirty first Michigan Infantry, in the military orders of 1864. The name Twenty-ninth was, however, given to it, and its organization completed under Com. John F. Driggs, at Saginaw, October 3, 1864, which city it left October 6, *en route* to Nashville, Tenn., under Col. Thomas Saylor. The command was mustered out at Detroit September 12, 1865.

*Casualty.*—Theophilus Bonchard, died at Chattanooga June 18, 1865.

*Discharged.* Nelson Harvey, 1865; Jacob Diem, 1865; George Aldrich, 1865; Richard King, 1865; Henry Klein, 1865; Henry Parker, 1865; Anthony Poquette, 1865; John Smith, 1865; S. Sturdephant, 1865; Jesse Wynn, 1865; Albert M. Weeks, 1865; E. W. Streeter, 1865; John Jones, Jr., 1865; E. Lipson, 1865; Patrick Tracey, 1865; William Campbell, 1865; James Totton, 1865; William F. Stevens, 1865; Joseph Lombeer, 1865; E. R. Sanderson, 1865; James Wilson, 1865; James Pineamb, 1865; Ezra Carter, 1865; John Denny, 1865; Charles Harvey, 1865; Peter Brennan, 1865; Louis Shaw, 1865; Oliver Rock, 1865; P. F. Sullivan, 1865; William Small, 1865; G. A. Warner, 1865; D. M. Hawser, 1865; Walter Johnson, 1865; Alfred C. Smith, 1865; Silas Winte, 1865; Daniel Williams, 1865; John Wilk, 1865; Clark Watson, 1865; Fred Ross, 1865; James Pollard, 1865; William Cook, 1865; Lanson Phillips, 1865; James B. Newcomb, 1865; F. Destrons, 1865; Erastus Demarse, 1865; John Destrons, 1865; John Betwee, 1865; John Mason, 1865; G. E. Dodge, 1865; William Streeter, 1865; Sealer Simpkins, 1865; David Gano, 1865; Charles Miller, 1865; James Robertson, Jr., 1865; William J. Gardner, 1865; Walter Cartwright, 1865; Brazilla Snay, 1865; John Snay, 1865; Gilbert Thibault, 1865; J. W. Finch, 1865; John Dulac, 1865; Harmon J. Davis, 1865; Richard Lavery, 1865; John Lee, 1865; Martin McHugh, 1865; T. W. Main, 1865; Jacob Dawson, 1865; Charles J. Annes, 1865; Robert Bellan, 1865; William Elliott, 1865; Andrew B. Horton, 1865; John Papineau, 1865; Henry E. Finch, 1865; J. Lesperance, 1865; Joseph Rose, 1865; C. W. Tomlin, 1865; R. S. Towland, 1865; Enos S. Whitcomb, 1865; Patrick McQuinn, 1865.

#### THIRTIETH MICHIGAN INFANTRY

This regiment was raised under authority from the War Department, for special service on the Michigan frontier, its term of service being one year; and by orders from this Department, dated November 7, 1864, its recruitment commenced, under Col. G. S. Warner, at Jackson. The organization was completed at Detroit, January 9, 1865, and the command entered on service. The headquarters were at Jackson first; then removed to Detroit, and ultimately established at Fort Gratiot, where Companies A and B were stationed. Company D was stationed at St. Clair, E at Wyandotte, K at Jackson, H at Ponton, G at Detroit, and C, F and I at Detroit Barracks. The regiment performed its duty well, and was mustered out of service June 30, 1865. Of the 1,001 officers and private soldiers belonging to the command, 18 died of disease during the term of service.

*Discharged.*—George A. Wynn, 1865; Benjamin Dorr, 1865; Henry Graves, 1865; John

H. Sarline, 1865; Henry Burbank, 1865; Thomas Bailey, 1865; John Goomerly, 1865; Alexander Mewpeter, 1865; Noah Tompkins, 1865; E. T. Barrows, 1865; William H. Le Roy, 1865; George W. Burgess, 1865; William Clark, 1865; Louis Grifford, 1865; Charles M. Ingersoll, 1865; Samuel Johnson, 1865; John Ryman, 1865; Joseph Tubbs, 1865.

#### FIRST MICHIGAN CAVALRY.

This command was organized in August, 1861, under Col. T. F. Broadhead, and left Detroit for Washington with a force of 1,144 officers and private troops September 29. It participated in all the actions along the Upper Potomac, Shenandoah and east of the Blue Ridge Mountains before the close of the year, with the result of losing 30 men killed, 58 wounded, 60 who died of disease, and 170 who were made prisoners. During the early part of the year 1863, this regiment was engaged on guard duty in front of Washington, on a line extending from Edward's Ferry to the mouth of the Occoquan River. The duty was the most arduous and difficult the regiment had to perform, requiring incessant watchfulness and vigilance; but while two cavalry regiments from other States, who were sharing in the service, lost each about two hundred men, the loss of the First was only 30. During the rebel Gen. Stuart's raid in February, a detachment of 56 men of this command was sent forth to watch his movements; near Occoquan, the enemy came within range of this detachment, and was driven back in confusion. On June 27, the regiment took up its line of march northward on the Gettysburg campaign, and engaged in fifteen battles and skirmishes in as many days. It met Hampton's legion July 3, and defeated it in six minutes, losing 80 men and 11 officers of the 300 who went into the fight. The succeeding day it defeated two regiments of rebel cavalry at Fairfield Gap. At Falling Waters, it captured 500 rebels and two stands of colors belonging to the Fortieth and Forty-seventh Virginia Infantry. The number of men carried away by disease during the year was 29.

The operations of the command during 1864, from the expiration of its furlough at Detroit, February 7, was of varied brilliancy. It made the crossing of the Rapidan May 4, 1864, and served in all the battles of the Army of the Potomac during the summer of that year. In August it moved into Virginia, and was attached to the Army of the Middle Division, under Gen. Philip H. Sheridan. The command marched 1,645 miles during the year; lost 82 men in battle; had 102 wounded and 33 who died of disease. During the winter of 1864-65, the regiment participated in the following engagements: Mount Crawford, Va., October 2, 1864; Woodstock, October 9; Cedar Creek, October 19; Madison Court House, December 24, 1864; Louisa Court House, March 8, 1865; Five Forks, March 30 to April 1; South Side Railroad, April 2; Duck Pond Mills, April 4; Ridge's or Sailor's Creek, April 6; Appomattox Court House, April 8 and 9; and Willow Springs, D. T., August 12, 1865.

The command re-enlisted at Fort Bridger in November, 1865, and consolidated with the Sixth and Seventh Cavalry Regiments, forming the First Veteran Cavalry. Here, also, it was mustered out March 10, 1866.

*Casualties.*—John Dorsey, killed at Appomattox, Va., April 9, 1865.

*Discharged.*—Jacob Gordon, 1863; Eden Beach, 1864; Collins F. Miller, 1864; Montraville Daniels, 1864; Thomas McKenzie, 1864; Barton Tibbitts, 1864; James H. Morrell, 1865; Abran Vanocman, 1865; Matthew J. Cuthers, 1865; Thomas J. Comar, 1865; William Eaton, 1865; Henry Battery, 1865; Walter F. Reeves, 1865; Martin Stovels, 1865; Eugene C. Weber, 1865; Francis Wright, 1865; Seth Francis, 1865; William Waley, 1865; John R. Jones, 1865; Sheperd D. Jones, 1865; John McKenzie, 1865; James Ketcher, 1865; Archibald McNeil, 1865; E. W. Buckbridge, 1865; Denis Crickmore, 1865; Sylvester Evans, 1865; Morgan Camp, 1865; John Swoish, 1865; Chancy Whiting, 1865.

#### SECOND MICHIGAN CAVALRY.

This command was organized under Col. F. W. Kellogg at Grand Rapids, and left for St. Louis November 14, 1861, with a force of 1,163 officers and men. In December and January, it participated in the raid, under Gen. Carter, into East Tennessee, severing the rebel communications and destroying his stores. During this duty, which occupied twenty-two days, the command was engaged in several severe skirmishes. During February and March, 1862, it was stationed at

Murfreesboro and Franklin. In February, it was engaged, on the 18th, near Milton, on the 19th, at Cainesville; on the 27th, near Spring Hill. On the 4th and 5th of March, it engaged the rebels on the Columbia Pike road, in which affair it lost one killed, four wounded and one prisoner. From the 8th to the 12th, it participated in movements which resulted in driving the rebel force across the Duck River. It encountered the rebels under Stearns and Forest, March 25, inflicting on them severe losses and taking fifty-two prisoners, with considerable wagons, etc., etc. Again, between Franklin and Triune, June 4, it lost two killed and three wounded. On the 23d, it was engaged at Rover, the succeeding day pursued the enemy through Middle-town, and on the 27th charged the rebels into Shelbyville. July 2 and 3, it assisted in driving the rebels out of the Elk River position, and through Cowan. During the fall, it participated in the Georgian military enterprises.

From Danbridge, December 24, 1863, to the Alabama battles in October, 1864, it won many honors. During December, 1864, this regiment participated in the battles around Nashville, Pulaski, Richland Creek and Sugar Creek. In 1865, it was engaged at Priceville, York, Co., 11th, Tuscaloosa, Triune, Bridgeville and Talladega. After a magnificent service, the command reported at Jackson, and was discharged August 26, 1865.

*Casualties.*—Benjamin Allen, died at New Madrid, Mo., March 23, 1862; Leyo Cook, at Corinth, Miss., June 13, 1862; Joseph Hiptemberger, at Rienzi, Miss., August 11, 1862; Charles Heynard, at Farmington, Miss., July 3, 1862; Calvin M. Heynard, at Farmington, Miss., July 5, 1862; John Leonard, at Rienzi, Miss., July 8, 1862; Iris Everts, at New Albany, Ind., October 26, 1863; Elisha Lewis, at Murfreesboro, Tenn., March 25, 1863; Milton Washburn, at Lexington, Ky., March 1, 1863; Oscar Adams, at Sparta, Tenn., November 29, 1863; Hiram Withereff, at Shoal Creek, Ala., September 25, 1864; William Cruig, at Madisonville, Ala., February 26, 1864; John T. Myers, at Detroit, Mich., September 15, 1864; Charles Freeland, at Chattanooga, Tenn., May 8, 1864; S. McMillan, at Nashville, Tenn., September 1, 1864; M. H. Beach, at Carter Creek, Tenn., June 19, 1864; James Quant, killed at Franklin, Tenn., December 23, 1864; William Fry, killed at Shoal Creek, Ala., October 30, 1864; George Tell, died in Andersonville, May 22, 1864; Alonzo Worden, died at Macon, Ga., June 30, 1865.

*Discharged.*—Jesse Thorn, 1862; Henry Kingsley, 1862; William H. Eddison, 1862; Solomon Bean, 1862; William Valentine, 1862; Joseph Armstrong, 1862; Noah F. Parr, 1862; George Vanorman, 1862; Joseph H. Smith, 1862; John Davidsen, 1862; William N. Cole, 1864; Benjamin Teiple, 1862; Samuel B. Carll, 1863; Levi Lewis, 1863; C. Brockway, 1863; Jackson Kimball, 1864; Charles Brockway, 1865; Henry Burnham, 1865; John Chambers, 1865; Daniel Fleming, 1865; Joseph Gamble, 1865; Nathaniel Henry, 1865; Archer B. Hunter, 1865; Jerome Inman, 1865; Samuel Jacobs, 1865; Jackson Kimball, 1865; Andrew Kitchen, 1865; Columbus Lewis, 1865; Fernando D. Loop, 1865; Sanford Mills, 1865; Charles Moak, 1865; Charles P. Mills, 1865; Diogenes I. Mallory, 1862; Augustus Minkeo, 1865; George L. Milliard, 1865; George Minim, 1865; Nathan Magoonough, 1865; R. K. M. McCollough, 1865; George Parker, 1865; Jacob Rohr, 1865; Adam Reed, 1865; James Squires, 1865; Albert P. Strimpson, 1865; Henry W. Hopkins, 1862; David Cantine, 1865; John Flinn, 1865; Charles Battmeyer, 1865; John Hunt, 1865; P. A. Dorland, 1865; Augustus Dillmore, 1865; Charles C. Hunt, 1865; Ephraim Kellum, 1865; Eleason B. Mason, 1865; John Olney, 1865; Levi Miller, 1865; James Burt, 1865; Henry Clark, 1865; George W. Tripp, 1865; Henry Hengstebeck, 1865; Horace Plaisted, 1865; Charles Ambrook, 1865; Amos C. Welch, 1865; Henry Sales, 1865; Alfred Sheldon, 1865; Ervin Brown, 1865; Joseph Creamer, 1865; Michael Feltz, 1865; George Washburn, 1865; Robert Warren, 1865; Walter Smith, 1865; James Welch, 1865; Richard Welch, 1865.

#### THIRD MICHIGAN CAVALRY

This was organized at Grand Rapids, and left for the front under Col. J. K. Muzzey, November 28, 1861, with 1,163 rank and file. It entered upon field service at New Madrid March 14, 1862, and concluded its first and brilliant series of work at Caffeeville December 5, 1862. During the first twelve months its losses were 7 killed, 45 wounded, 194 died of disease, and 54 were



made prisoners. In 1863, the command was prominent in almost every well-fought field in Northern Mississippi and Western Tennessee. In the affair at Grenada, the Third Cavalry was in the advance, and gained possession of the town after a sharp engagement. It destroyed at that point over sixty locomotives and 400 freight and passenger cars. The command aided largely in driving the noted rebels, Dawson, Richardson and Cushman from Western Tennessee, together with the numerous bands of guerrillas infesting that district. From November 1, 1862, to the close of the war, the Third Regiment captured 1,100 privates and 50 officers; marched 10,800 miles. August 1, 1864, it was organized as a veteran regiment, and during the succeeding twelve months lost 11 men killed, and 115 who died of disease. It formed Maj. Gen. Canby's escort at the surrender of Gen. Taylor, and was subsequently attached to Sheridan's army, until mustered out February 16, 1866.

*Casualties.*—Mark Johnson died at New Madrid, Mo., April 16, 1862; Aaron Springer, in Michigan, June 11, 1862; George Pritchard, at Cincinnati, June 19, 1862; John Price, at Corinth, Miss., October 7, 1863; George Lashbrook, at Duvall's Bluff, Ark., September 28, 1864; John Sayers, at Jefferson Barracks, Mo., January 2, 1865; John Slaght, at Detroit, Mich., March 7, 1865; Denis Smith, at San Antonio, Tex., October 6, 1865.

*Discharged.*—William H. Ecker, 1863; Henry Bowen, 1863; Welcome Lashbrookes, 1863; William T. Cowles, 1863; Andrew Emerson, 1864; D. H. Valentine, 1864; Charles P. Fish, 1866; Charles P. Lester, 1866; John Diebell, 1866; Stephen T. Bryce, 1864; Elias Galerno, 1866; William Havens, 1866; Joseph Macauley, 1866; Thomas McNett, 1866; Sylvester Apley, 1866; Daniel Cane, 1866; Jacob Edmunds, 1866; Levi Henry, 1866; Robert Meikle, 1866; Charlie Pelkley, 1866; William Valentine, 1866; John T. Leyan, 1866; Mahlon S. Ackerson, 1866; Hiram Clanhart, 1866; John Spears, 1866.

#### FOURTH MICHIGAN CAVALRY.

This was organized at Detroit, July 21, 1862, under Col. R. H. G. Minty, with 1,233 men and officers, fully equipped. The command left for Louisville, September 26, 1862, and entered at once upon that brilliant service which may be said to end with the capture of Jeff Davis. It participated in eight general engagements and over a hundred skirmishes during the war. The command was mustered out at Nashville July 1, and discharged at Detroit July 10, 1865.

*Casualties.*—George Hiscock died at Chattanooga, Tenn., June 23, 1864; John Gillis, at Andersonville, Ga., August 20, 1864.

*Discharged.*—John Fleming, 1865; Peter Gallagher, 1865; Regin Wright, 1865; William D. V. Monroe, 1865; Henry Provost, 1865; Charles W. Raymond, 1865; Peter House, 1865; Joseph Lakenow, 1865; Andrew Anderson, 1865; James Burke, 1865; Andrew Bow, 1865; William Brodhagon, 1865.

#### FIFTH MICHIGAN CAVALRY.

This was organized under Col. J. T. Copeland in August, 1862, and left for Washington December 4. A battery of light artillery was raised in connection with this command. During the first months of its service, it was attached to the Army of the Potomac. Toward the close of 1864, it belonged to the Michigan Cavalry Brigade, then operating against Gen. Early under Gen. Philip H. Sheridan. On November 12, 1864, it advanced to Newtown, and engaged a brigade of rebel cavalry, which it drove through that town, when the enemy being re-enforced the regiment was forced back, losing one killed and three wounded; advancing again in the evening, it charged the enemy's breastworks, and after a sharp fight the regiment was repulsed with a loss of two killed and four wounded, when it returned to camp, where it was employed on the usual camp and picket duties until February 27, 1865, when it broke camp and moved with the Cavalry Corps toward Staunton, Va., being the commencement of Gen. Sheridan's celebrated raid to the James River. On the 5th of March, the regiment became engaged with a portion of Rosser's cavalry near Louisa Court House, assisted in routing the rebel force and capturing the town, in which was destroyed a large amount of property; the railroad depot, with rolling stock and telegraph office, was also destroyed. The regiment also participated in tearing up the track and burning the railroad property along the line of the Lynchburg & Gordonsville Railroad, and in destroying and rendering useless the locks, aqueducts and mills

on the line of the James River Canal. The command reached White House Landing on the 19th of March, and soon after with the Cavalry Corps joined the Army of the Potomac, and proceeded to the left of the line. On the 20th of March, the regiment became engaged with the rebel cavalry, and assisted in driving them within their works at Five Forks. The 31st of March and 1st of April it was engaged with the enemy at Five Forks, and on the 2d at the South Side Railroad; on the 4th, at Duck Pond Mills; on the 6th, at the battle of the Ridges, or Sailor's Creek, and on the 8th and 9th at Appomattox Court House. After the surrender of Lee, the regiment moved with the Cavalry Corps to Petersburg, Va., where it remained for a short time and then went with the army into North Carolina; from thence it marched to Washington, D. C., and participated in the review of the Army of the Potomac, on the 23d of May and immediately thereafter, with the Michigan Cavalry Brigade, was ordered West, and proceeded by rail *via* the Baltimore & Ohio Railroad, and the Ohio and Mississippi Rivers, by steamer, to St. Louis, and thence by steamer, *via* the Missouri River, to Fort Leavenworth, where the men of the regiment having two years or more to serve were transferred to the First and Seventh Michigan Cavalry, and on the 22d of June the organization was mustered out of service, and immediately thereafter proceeded to Michigan. Arriving at Detroit July 1, it was paid off and disbanded. Its record of battles and skirmishes is as follows:

Hanover, Va., June 30, 1863; Hunterstown, Penn., July 2, 1863; Gettysburg, Penn., July 3, 1863; Monterey, Md., July 4, 1863; Cavetown, Md., July 5, 1863; Smithtown, Md., July 6, 1863; Boonsboro, Md., July 6, 1863; Hagerstown, Md., July 6, 1863; Williamsport, Md., July 6, 1863; Boonsboro, Md., July 8, 1863; Hagerstown, Md., July 10, 1863; Williamsport, Md., July 10, 1863; Falling Waters, Md., July 14, 1863; Snicker's Gap, Va., July 19, 1863; Kelly's Ford, Va., September 13, 1863; Culpepper Court House, Va., September 14, 1863; Raccoon Ford, Va., September 16, 1863; White's Ford, Va., September 21, 1863; Jack's Shop, Va., September 26, 1863; James City, Va., October 12, 1863; Brandy Station, Va., October 13, 1863; Buckland's Mills, Va., October 19, 1863; Stevensburg, Va., November 19, 1863; Morton's Ford, Va., November 26, 1863; Richmond, Va., March 1, 1864; Wilderness, Va., May 6 and 7, 1864; Beaver-Dam Station, Va., May 9, 1864; Yellow Tavern, Va., May 10, 11, 1864; Meadow Bridge, Va., May 12, 1864; Milford, Va., May 27, 1864; Hawk's Shop, Va., May 28, 1864; Baltimore Cross Roads, Va., May 29, 1864; Cold Harbor, Va., May 30, June 1, 1864; Travillian Station, Va., June 11, 12, 1864; Cold Harbor, Va., July 21, 1864; Winchester, Va., August 11, 1864; Front Royal, Va., August 16, 1864; Leetown, Va., August 25, 1864; Shepardstown, Va., August 25, 1864; Smithfield, Va., August 29, 1864; Berryville, Va., September 3, 1864; Summit, Va., September 4, 1864; Opequan, Va., September 19, 1864; Winchester, Va., September 19, 1864; Luray, Va., September 24, 1864; Port Republic, Va., July 26, 27, 28, 1864; Mount Crawford, Va., October 2, 1864; Woodstock, Va., October 9, 1864; Cedar Creek, Va., October 19, 1864; Newton, Va., November 12, 1864; Madison Court House, Va., December 24, 1864; Louisa Court House, Va., March 18, 1865; Five Forks, Va., March 30, 31, April 1, 1865; South Side Railroad, Va., April 2, 1865; Duck Pond Mills, Va., April 4, 1865; Ridge's or Sailor's Creek, Va., April 6, 1865; Appomattox Court House, Va., April 8, 9, 1865.

*Casualties.*—William J. Anderson died at Washington, April 4, 1863; Freeman Perkins, at Newby's Roads, Va., July 21, 1863; Alpheus G. Day, at Berryville, Va., August 18, 1864; Elisha Parish, at Washington, D. C., October 19, 1864; William Quinn, at Andersonville, Md., December 16, 1864; E. S. Butler, at Washington, D. C., July 17, 1863; George F. Crippin, at Andersonville, Ga., July 15, 1864; H. C. Kirkham, at Andersonville, Ga., October 14, 1864; Freeman Perkins, on steamer Baltic, December 2, 1864.

*Discharged.*—Charles Younghans, 1862; Thomas Lambert, 1862; Charles Huntley, 1863; Lewis J. Patridge, 1863; William T. Dopp, 1864; Moses Bondy, 1865; Albert Eaton, 1865; Schuyler Jones, 1865; William Kilgore, 1865; Charles Martin, 1865; C. B. Miller, 1865; Henry McKinstry, 1865; Robert McNaught, 1865; Joseph Neumann, 1865; Anthony Phillips, 1865; Frederick A. Pond, 1865; Homer Sperry, 1865; Albert Thompson, 1865; Charles S. Warner, 1865; Asel H. Hewitt, 1865; Joseph Stendelhoff, 1864; Thomas Densmore, 1865; William Franklin, 1865.

## SIXTH MICHIGAN CAVALRY.

This was organized at Grand Rapids by F. W. Kellogg, under Col. George Gray, and proceeded to Washington December 10, 1862. During the year 1863, this command gained distinction with the Army of the Potomac, losing 36 killed, 75 prisoners, 65 missing and 45 who died of disease. In February, 1864, it advanced against the rebel Kilpatrick; served as Gen. Sheridan's escort in the ride after Mosby's guerrillas. The Sixth served in the same actions as the Fifth, beginning at Hanover, Va., June 30, 1863, and closing at Appomattox Court House, April 9, 1865. It was mustered out at Leavenworth, Kan., November 24, 1865, and discharged at Jackson, November 30, 1865. John Lemon, discharged July 7, 1865, is the only soldier from Macomb reported in the ranks of the command.

*Casualties* - John Hunt died at Washington, January 24, 1863; Peter Shufelt, May 26, 1863; James Winn, at Washington, September 9, 1863; W. Dixon, at Washington, November 10, 1863; Harvey Tucker, May 15, 1864; Frederick Williams, at Richmond, November 9, 1864; John Yax, at Cold Harbor, Va., May 31, 1864; Alexander McClure, at Hawe's Shop, Va., May 28, 1864; Henry Worden, at Washington, D. C., July 10, 1864; Stephen Pray, at Trevillian, Va., June 11, 1864; Joseph Kilbourn, at Winchester, Va., September 19, 1864; James W. Pettys, at Richmond Prison, June 3, 1864; Shubal Dutton, at Andersonville Prison, 1864; Michael Gibbons, at Andersonville Prison, July 5, 1864; Sydney Maher, at Richmond, 1864.

*Discharged*. - David Langdon, 1863; William Baird, 1864; Charles H. Steele, 1863; William Sarloin, 1865; Harrison Loop, 1865; T. A. Edmundson, 1865; Jeremiah Brayman, 1865; David Blair, 1865; George Chambers, 1865; Oliver E. Durant, 1865; Benjamin C. Lacompte, 1865; Darius P. McGuirk, 1865; Alexander McDonald, 1865; Nathan McClure, 1865; Perry Oakes, 1865; Charles Pettys, 1865; Simon Smith, 1865. Other soldiers transferred to First Michigan Cavalry.

## SEVENTH MICHIGAN CAVALRY.

This command entered the field during 1863, two battalions leaving Grand Rapids for Washington February 20, and other companies joining in May. This regiment was in the field before either the Fifth or Sixth Cavalry, and remained in service for some time after the discharge of the latter regiments. The command was mustered out at Fort Leavenworth, Kan., and arrived at Jackson, December 20, 1865, receiving its discharge December 25, 1865. The soldiers were compelled to pay \$25 railroad fare home, but this money was allowed them subsequently. Of the Macomb soldiers serving with the Seventh, the names of William Moore, discharged August 29, 1863, and William L. Guiles, discharged August 11, 1865, are the only ones appearing in the reports.

*Casualties* - William Brown, died in rebel prison, March 1, 1864; Henry Johnson, died in rebel prison, 1864; Peter Mason, died in rebel prison, September 4, 1864; John Willson died in rebel prison, 1864.

*Discharged*. - Charles Gordon, 1863; Harvey Hyde, 1865; Addis R. Knight, 1865.

## EIGHTH MICHIGAN CAVALRY.

This regiment was organized at Mount Clemens, under Col. John Stockton, in 1862-63, and mustered into the service of the Union, May 2, 1863, forming a command of 1,817 men and officers. This command left for the front in detachments, eight squadrons being sent forward to Kentucky, May 12, 1863, under Lieut. Col. Warner.

The officers furnished by Macomb County to this regiment were: Col. John Stockton; Lieut. Col. Henry C. Edgerly; Surgeon, John B. K. Mignault; Hiram M. Snell, Charles G. Robertson, Edward Fishpool, John S. Smith, Benjamin Trent, Adolphus C. Stockton, Arthur Eastman, John W. Bennett, Andrew L. Abbey, John M. Crawford, Alhiron P. Armstrong, William C. Stockton, Charles C. Lamb, Aaron L. Abbey, all noticed in the section of this chapter devoted to officers commissioned from St. Clair County.

To do justice to this command would require a volume in itself; therefore, it will only be necessary here to note the several engagements in which it took a very prominent part.

1863 - Triplet Bridge, Ky., June 19; Lebanon, July 5; Lawrenceburg, July 9; Salvica, July 10; Bullington's Island, Ohio, July 19; Winchester, Ky., July 25; Salineville, Ohio, July



26; Lancaster, Ky., July 30; Stamford, Ky., July 31; Kingston, Tenn., September 1; Cleveland, Tenn., September 18; Calhoun, Tenn., September 26; Athens, September 27; Loudoun, September 29; Philadelphia, October 23; Sweet Water, October 26; Lenoir Station, November 12; Campbell's, November 16; Knoxville, November 13; Rutledge, December 10; Ream's Station, December 14; New Market, December 25.

1864 Mossey Creek, Tenn., January 10; Dandridge, January 17; Fair Garden, January 24; Sevierville, January 27; Kenesaw Mountain, Ga., July 1; Sweet Water, July 3; Chattanooga, July 4; Moore's Ridge, July 12; Covington, July 28; Macon, July 30; Sunshine Church, July 31; Eatonton, August 1; Mulberry Creek, August 3; Henryville, Tenn., November 23; Mount Pleasant, November 24; Duck River, November 24; Nashville, December 14-22.

The regiment lost during its term of service no less than 321 men and officers; of which number 23 private soldiers and one officer were killed in action; 7 soldiers died of wounds received in action, and 288 private soldiers and two officers died of diseases caught and fostered in the field.

The command was mustered out of service, at Nashville, in September, 1865, and on the 28th day of that month was discharged at Jackson. The 513 men transferred from the Eleventh Michigan Cavalry, July 20, 1865, were discharged with the members of the original Eighth.

*Casualties.*—David Durham, died at Covington, Ky., August 26, 1863; Albert C. Peterson, died at Camp Nelson, September 24, 1863; John S. Watson, died at Knoxville, Tenn.; Andrew Whalen, died at Lexington, Ky., June 1, 1863; Charles Bolio, died at Knoxville, Tenn., December 24, 1863; John Wells at Granny Cove, Tenn., January, 1864; Homer L. Ives, died at Macon, Ga., July 31, 1864; Curran Chamberlain, died at Florence, S. C., March 1, 1865; John Gossmeir, died at Danville, Va., December 29, 1865; John Gorman, died at Danville, Va., December 27, 1865; Gottlieb Lehman, died at Andersonville, September 7, 1864; Thomas H. Ward, died at Camp Nelson, Ky., March 2, 1864; August B. Soles, died at Charleston, S. C., October 20, 1864; James Wolvin, died at Mount Clemens, Mich., May 26, 1863; Gastof Osterland, died at Camp Joe Holt, Ky., December 18, 1864.

*Discharged.*—Peter C. Ketchum, 1863; Daniel Gregory, 1863; Patrick Reardon, 1863; Lucius Lorce, 1864; Stewart Collins, 1865; James Hayter, 1865; Patrick Pagan, 1865; Samuel H. Parker, 1865; George Brabant, 1865; John Dame, 1865; Otis L. Gilbert, 1865; Lucien Lorce, 1865; Hiram Mann, 1865; Henry Crone, 1865; John Flattery, 1865; Charles C. Gilbert, 1865; Christian Labahn, 1865; Darius Nelson, 1865; Calvin L. Wilson, 1865; Elihu Lockwood, 1865; Hamilton Myers, 1865; Aaron Finch, 1865; Gottlieb Gossmeir, 1865; John A. Bunting, 1865; William W. Garfield, 1865; Fred Griesback, 1865; Oscar F. Morse, 1865; Gottfried Newman, 1865; William Colthoff, 1865; Francis Hubert, 1865; Edward Morse, 1865; James A. Price, 1865; William A. Parks, 1865; Alonzo Justin, 1865; William E. Kimball, 1865; Joseph F. Kimball, 1865; Alfred Moore, 1865; Thomas Parker, 1865; Nelson Utley, 1865; William Utley, 1865; Robert M. Curtiss, 1865; John L. Chaffee, 1865; Peter Smith, 1865; James Bidlecomb, 1865; Daniel Carr, 1865; Edward Soper, 1865; Winfield S. Webster, 1865; Robert Motherwell, 1865; James W. Bradley, 1865.

#### NINTH MICHIGAN CAVALRY

This command was organized 1862-63, at Coldwater, and in May, 1863, left the rendezvous for Kentucky, leaving two companies to follow when their ranks would be filled. This regiment served in fifty-six well fought battles and skirmishes, losing 181 officers and private soldiers during its campaign. Its regular service began at Triplet Bridge, Ky., June 21, 1863, and concluded at Morrisville, N. C., April 13, 1865. It was mustered out at Concord July 21, 1865, and reported at Jackson for discharge July 30, 1865.

*Discharged.*—Wesley W. Knickerbocker, 1865; John Murray, 1865.

#### TENTH MICHIGAN CAVALRY

This command was organized at Grand Rapids, under Col. Thaddeus Foote, of the Sixth Cavalry, and mustered into service November 18, 1863, with 912 men and officers. The regi-

ment left for Kentucky December 1, 1863, and entered upon duty at Burnside Point, January 25, 1864, subsequently taking a prominent part in fifty-four engagements with the enemy, and ending a term of splendid service at Newton, N. C., April 17, 1865. The command was discharged at Jackson, Mich., November 15, 1865. Troops from St. Clair, if any, were not reported.

#### ELEVENTH MICHIGAN CAVALRY.

This was organized under Col. S. B. Brown in August, 1863, at Kalamazoo, which place it left for Lexington, Ky., December 17, 1863. It was consolidated with the Eighth Michigan Cavalry, July 20, 1865, and mustered out with that command at Nashville, Tenn., September 22, 1865.

*Discharged.* William Leach, 1865; Calvin Stewart, 1865; Elias Secorey, 1865; Michael Connell, 1865.

#### FIRST MICHIGAN ENGINEERS AND MECHANICS.

This command was organized at Marshall, under Col. W. P. Innes, and left for the front December 17, 1861. A detachment of this regiment was the first to enter Bowling Green, October 31, 1864; its term of service expired, but the re-enlisted veterans, recruits and officers enabled it to continue in the service. The record of the military affairs in which it was engaged, begins with Mill Springs, Ky., January 19, 1862, and concludes with Bentonville, N. C., March 19, 1865. The command was mustered out at Nashville, Tenn., September 22, and disbanded at Jackson October 1, 1865.

*Discharged.* Reuben Treadwell, 1863; Abram Van Antwerp, 1863; Bernard Walker, 1864; Ira D. Loop, 1865; Charles Conant, 1865; Barney H. Conant, 1865; Robert Smith, 1865; Thomas D. Thody, 1865; William Patterson, 1865; James Parker, 1865; Robert H. Edmundson, 1865; William Harvey, 1865; Charles R. Barnes, 1865; John Bowen, 1865; Charles Chortier, 1865; Milo D. Gates, 1865; Elias E. June, 1865; Jabez Gier, 1865; William Harson, 1865; Albert L. Hatch, 1865; Fabius Jacques, 1865; William Lee, 1865; Joel Phillips, 1865; John M. Robertson, 1865; William Whaling, 1865; Moses Robinson, 1865; Paulette Smith, 1865; George E. Warner, 1865; Stephen Warner, 1865; Allen Whaling, 1865; James Glassford, 1865; William Hunt, 1865; Peter Kelly, 1865; David McLaughlin, 1865; Archibald J. McNaught, 1865; James Trumbull, 1865; John A. Wheeler, 1865; John Crimmain, 1865; William Mazellos, 1865.

*Casualties.* James A. Stearns died at Bridgeport, Ala., July 15, 1864. Simon McCoy died at Nashville, Tenn., August 26, 1865.

#### FIRST LIGHT ARTILLERY.

The First Battery of Michigan Artillery was mustered into service at Coldwater, in May, 1861, and left *en route* for Virginia in June, 1861. The battery was furnished with six brass six-pounders, carriages and full equipments. Toward the close of the year it was armed with six Parrott ten-pounders. It participated in the advance on Murfreesboro, and was engaged in the action at Stone River December 31, 1862, and on the 1st, 2d and 3d of January, 1863. It remained in camp near Murfreesboro until June 24, when it moved with the advance of the army. On the 25th, it silenced the batteries of the enemy at Hoover's Gap. Between the 4th and 19th of September, it crossed the Tennessee River, Raccoon and Lookout Mountains, having on the way a skirmish at the foot of Lookout Mountain. On the 19th, it participated in the battle of Chickamauga, losing its commanding officer, Lieut. Van Pelt, and five men killed, eight wounded and thirteen missing. Owing to the loss of horses, forty-six being killed, and the failing of infantry supports, two guns fell into rebel hands. During the year, nine men were killed in action, twenty wounded, three died of disease. In 1864, the battery formed part of the Chattanooga garrison, and continued on duty there until July, when it moved to Jackson for discharge, which it received on the 28th of that month. During its service, it took part in fourteen engagements, beginning at Rich Mountain, W. Va., July 11, 1861, and completing its field service at Mission Ridge, Tenn., November 25, 1863.

The Second Battery was organized at Grand Rapids, and mustered into service November 26, 1861. It served in Tennessee, Mississippi, Georgia, Alabama and the Carolinas. Two of

its members were killed, while prisoners in the hands of the rebels, while thirty-three died of disease. Its duty was well performed, and merited the eulogy passed upon it at its discharge, June 14, 1865.

The Third Battery was raised at Grand Rapids, in connection with the Third Michigan Cavalry, and left for Tennessee December 17, 1861. From Corinth, Miss., May 10, 1862, to Bentonville, N. C., March 21, 1865, it won signal honors, and was discharged at Detroit June 22, 1865. Its losses by death were thirty-four men.

The Fourth Battery was formed at White Pigeon, in connection with the Eleventh Infantry. It left, *en route* for Kentucky, December 9, 1861.

It was engaged in the action at Hoover's Gap, Tenn., on the 26th of June, 1863, and in the battle of Chickamauga September 19th and 20th. At Hoover's Gap, it did the enemy considerable damage. Its loss in this action was one wounded, and at Chickamauga, nine wounded and three missing. November 23, it was furnished with six twenty pounder Parrott guns, and placed in charge of Fort Negley. It played upon the enemy's works during the battles of 23d, 24th and 25th of that month. It participated in the march up Lookout Mountain, and in the affair at Mission Ridge on the 25th. During the latter part of 1864, the battery, with its supports, rendered good service against the rebel Hood, at Fort Rosecrans. The command left this post July 15, 1865, and arriving at Jackson seven days later, reported for discharge.

The Fifth Battery was raised at Marshall, and left for the seat of war December 17, 1861. During the year 1863, it formed a portion of the artillery reserve garrisoning Nashville. It formed a part of Gen. Hard's brigade, at Murfreesboro, from June until October, 1863. From that period until July, 1864, it was stationed at Nashville. One section participated in the raid made in July, by the forces under Maj. Gen. Rousseau, in Alabama and Georgia. To facilitate their movements, which were very rapid, one piece of the section was abandoned on the Blue Mountains. One section, for the period of nearly four months prior to the 1st of November, was stationed at Springfield, Tenn., when it was moved to Nashville, where it remained until February 10, 1865. At this date, it moved to Decatur, Ala. It began field service at Pittsburg Landing April 7, 1862, and performed its last field duties at Nashville December 16, 1864. The greater portion of its service was in garrison. Its arrival at Jackson, July 16, was followed by its discharge on the 30th of that month, 1865.

The Sixth Battery, organized at Coldwater in October, 1861, moved to Kentucky March 3, 1862. At the battle of Richmond, in that State, its six guns were captured by the rebels. During the year 1863, the battery formed a portion of the Munfordsville and Bowling Green garrisons.

From January to April 24, 1864, it was stationed at Knoxville. It was equipped thoroughly during the latter month, and entered on the Atlanta campaign, and reached Chattanooga after sharing in the pursuit of Gen. Hood.

During the war, the battery was in operation in thirteen general engagements, entering service in the field at Richmond, Ky., in 1862, and concluding field service at Wise's Forks, N. C., March 10, 1865, where it lost one killed and two wounded. After a term characterized by general good service, it returned to Jackson, and reported for discharge June 24, 1865.

The Seventh Battery was raised in connection with the Thirteenth Michigan Infantry. It moved to Kentucky February 12, 1862, under Capt. C. H. Lamphere. The battery served in Western Virginia in November, 1862, but was ordered to Memphis, Tenn., during the month, and from thence to the Yazoo River, Miss. It took part in the battle of Chickasaw Bayou, December 28 and 29, losing ten wounded, two of them mortally.

In January, 1863, it moved with the Union forces to Arkansas Post, and at the taking of that place was held in reserve. After the surrender of Arkansas Post, it proceeded to Young's Point, La., opposite Vicksburg. During February and March, the battery lay at Young's Point and at Milliken's Bend, La. In April, it embarked on transports which ran the rebel blockade of the river at Grand Gulf, landed at Bruinsburg, and, on the 30th, marched toward Port Gibson. The battery participated in the campaign of Gen. Grant, following the advance on Port Gibson. At the battle of Thompson's Hills, May 1, it lost two killed and two wounded. It was in the engagement at Champion Hills on the 16th, and on the 17th assisted



in driving the rebels from Black River Bridge. On the 19th, it arrived in the rear of Vicksburg, and was among the first to commence the attack on that place. It participated actively in the siege, shelling the enemy's works and the city daily, and was present at the surrender on the 4th of July. Taking part in the movement on Jackson, it was engaged in the skirmishes of the 5th, 9th and 10th, and on the 11th took position before the fortifications at Jackson, from which it assisted in driving the enemy. After the evacuation of Jackson by the rebels, the battery returned to Vicksburg, and during the month of August proceeded to Carrollton, La. Its losses for the year were, four killed, seventeen died of disease, and fourteen wounded.

In November, 1863, the battery was moved from Carrollton to Aransas Point, Tex. After participating in several light engagements, it returned to Carrollton June 19, and thence to Fort Morgan October 11, 1864, where it remained until April 10, 1865, when it moved on Mobile. After the capture of that rebel post, it rendered garrison duty until July, when it was ordered to report at Jackson for discharge. It arrived in that city August 2, and was disbanded four days later.

De Golyer (Light) Battery was formed at Monroe, under Capt. Samuel De Golyer, in March, 1862, and left, *en route* to St. Louis, on the 13th of that month. It took an active part in the military affairs of Tennessee and Mississippi during November and December, 1862.

In January, 1863, it entered upon duty at Holly Springs. In the Mississippi campaign of that year, it performed good service at Thompson Hill May 1; Raymond, May 12; Champion Hills, May 16; Vicksburg, May 19. After the capture of Vicksburg, it remained on duty there to the close of the year.

During 1864, the principal operations of the Battery were carried on in Georgia. It moved to Chattanooga in October, and thence to Nashville on November 18. It returned to Chattanooga February 16, 1865, and was stationed there until ordered to Jackson, Mich., in May. Arriving in the State July 4, 1865, it received its final discharge on the 22d of that month. During its term of service, it participated in fifteen engagements, and won a very fair record.

The Ninth Battery was raised at Detroit and left for Washington, under Capt. Daniels, December 4, 1862. Its service was entered upon at Aldie, Va., April 27, 1863, and concluded at Turner's Ferry, Ga., August 29, 1864. Its losses aggregated twenty-seven men. This battery was discharged at Jackson, July 14, 1862.

The Tenth Battery, comprising 104 men, was organized at Grand Rapids in January, 1863, and left for the front February 26. Its first service was garrison duty at Upton Hill, Va., where it served until attached to the Army of the Cumberland October 28, 1863. While serving with the Seventh Cavalry one man was killed and one died of disease. During the summer of 1864, the battery was distributed, so to speak, among gun-boats, transports and artillery organizations. The remnant of the Tenth aided in the repulse of Gen. Wheeler's forces at Dalton. The battery moved to Chattanooga in October, thence to Riceville and thence to Detroit, where it arrived July 12, 1865.

The Eleventh Battery was formed at Coldwater, and proceeded to the front with the Ninth Cavalry May 23, 1863. Its first reception to the enemy was given June 15, at Tripplets Bridge. Again on July 5 it threatened the rear of Gen. J. H. Morgan's troops at Lebanon, and continued in his pursuit for some time until the capture of the refugees on Buffington's Island. The three sections of this battery rendered great services during the year, having been instrumental in the final defeat and capture of Gen. Morgan's force at Salineville, Ohio, July 26. It rendered good service at Lenoir September 22. During its term of service, it lost nine men, who died of disease. The changes and varied service of this battery during 1864 were many and severe. The number of deaths resulting from disease was eleven. A section of this battery serving on Strawberry Plains, crossed the Holstein River and joined the main command at Knoxville. It was ordered to report at Jackson for discharge, and arrived at that post August 19, 1865.

The Twelfth Battery was formed in connection with the Eighth Cavalry, but did not go to the front with that regiment, owing to its non-completion. At a later date, however, it was

mustered in and rendered good service in Indiana against John Morgan's raiders. In January, 1864, the battery was placed in position at Cumberland Gap, and guarded that route during the year. May 10, it moved with the Second Brigade of the First Division, Army of the Cumberland, to Strawberry Plains. Having completed its term of service, it was ordered to report at Jackson where it arrived July 12, and was mustered out August 1, 1865.

The Thirteenth Battery was organized at Grand Rapids, under Capt. Callaghan, and left for Washington February 3, 1864, under Capt. O. Riordan. During its term of service, it lost thirteen men. The command was discharged at Jackson July 1, 1865.

The Fourteenth Battery was formed at Kalamazoo, and left *en route* to the front February 1, 1864. It was equipped April 20, and ordered to position at Fort Bunker Hill, May 15. Its principal services were rendered round the defenses of Washington. It participated in repelling the assault of Gen. Early on the outer forts in July. During the year 1864 its losses, wholly by disease, were eight men. Its service in 1865 was garrisoning Forts Carroll, Gribble and Snyder, which duty it performed diligently until ordered home, June 17, 1865. Arriving in Jackson four days after, it reported for discharge, and was mustered out July 1, 1865.

*Casualties.*—Samuel Cove, died at New Madrid, August 7, 1862; David Jones, died at Columbus, Ky., December 7, 1862; Horace Crawford, died at Vicksburg, Tenn., August 22, 1863; Isaac Crawford, died at Vicksburg, Tenn., August 24, 1863; John Geiss, died at Corinth, Miss., August 6, 1863; Nelson Harvey; Joseph Wolven; Joseph Moore, died at Vicksburg, Miss., Nov. 11, 1863; John J. Ernst, died at Fort Gaines, Ala., December 31, 1864; Richard A. Cusick, died at Nashville, Tenn., February 2, 1865; Harlan P. Carey, died at Chattanooga, Tenn., March 4, 1865.

*Discharged.*—James Chambers, 1862; John McIlveen, 1862; Nicholas Groat, 1862; James Parlin, 1862; Thomas McGinn, 1862; Hezekiah H. Haskell, 1862; Reuben A. Howe, 1862; Eber Gereau, 1862; Lorenzo Oppell, 1863; George Herrin, 1863; George W. Van Mater, 1863; Anthony Burgoine, 1863; Andrew J. Hanover, 1863; James Chambers, 1864; James Ferguson, 1864; W. T. Williams, 1865; Charles H. Fullerton, 1865; Adam Summerer, 1865; John M. Shindler, 1865; Louis Parent, 1865; Austin Abbey, 1865; John M. Richards, Edmund G. Griffin, 1864; Freeman Keen, 1864; John Mitchell, 1864; Eugene Fochet, 1864; James O. Robertson, 1865; F. Benninghoff, 1865; John Endlick, 1865; E. B. Chamberlain, 1865; George Ott, 1865; Horace C. Parlin, 1865; Adam Stein, 1865; Peter Woods, 1865; Edward M. O'Brien, 1865; Charles Beckwith, 1864; Isaac Justin, 1865; Thomas Barn, 1865; Stephen Crawford, 1864; Philip Chaffee, 1862; Seb. Ferber, 1865; William A. Horan, 1865; Thomas Lazier, 1865; Andrew Rogers, 1865; Peter Seymour, 1865; Henry Ward, 1865; Henry Cox, 1865; Amasa M. Chaffee, 1865; Lewis Defort, 1865; Columbus Flurey, 1865; Enoch Fox, 1865; Paul Gauthier, 1865; Charles Hemple, 1865; Louis LeChair, 1865; August Murray, 1865; Nicholas Orth, 1865; Thomas Snay, 1865; Frederic Snay, 1865; Alexander Thibault, 1865; Peter Wolvin, 1865; Henry Watson, 1865; John C. Rix, 1865; Henry Palmer, 1865.

#### OTHER MILITARY ORGANIZATIONS.

Among the other military organizations were "Dyger's Sharpshooters," the "Stanton Guards," the "Provost Guards," the "Local Defense Companies." The Jackson Guards, Company A, Twenty third Illinois Infantry, was originally the "Jackson Guards," of the city of Detroit. It entered service on the 15th of June, 1861, joining its regiment (a three months' organization) at Chicago. It moved thence to Missouri, and was part of the garrison of Lexington when that post was attacked, on the 15th of September, 1861, by an overwhelming rebel army under Gen. Sterling Price. The Union troops, under Col. Malligan, held out for nine days before their small force surrendered. They were then paroled, and in October this regiment was mustered out of service. In December following, however, it was reorganized, the Michigan company re-enlisting, and filling up with recruits from this State. The regiment proceeded to Western Virginia, in June, 1862, and has since been on duty there.

*The Paw Paw Guards.*—Early in the war, a company was raised at Paw Paw, in this State, which went into service with a New York regiment, and is yet known as Company C, Seventieth New York Infantry. It was engaged at Chancellorsville, May 3, 1863; at Gettysburg,

July 2, losing five killed and eight wounded; and in the same month at Wapping Heights. The company was never recognized by the War Department as a Michigan organization. Its officers were appointed by the Governor of New York.

The volunteers from St. Clair who were scattered throughout those commands, are named in the following list:

*First Michigan Sharpshooters Discharged.*—Thomas C. Allen, 1863; Phillip Koepfgen, 1863; John McFarlane, 1865; Birney Dutton, 1865; Mark Schell, 1865; William McQueen, 1865; James Maul, 1865; Charles Boylan, 1865; Stout Van Orman, 1865; Martin R. Armstrong, 1865; John Airheart, 1865; Emmett M. Bennett, 1865; Josiah Ross, 1865; John Isaacs, 1865; John Fitzgerald, 1865; Richard Campbell, 1865; Charles Valentine, 1865; William J. Ross, 1865; Jay R. Brewer, 1865; John Randall, 1865; Ira King, 1865; Charles Lashbrooks, 1865; Charles Ross, 1865; James Richardson, 1865; James Sanders, 1865; John C. Young, 1865; David Blair, 1865; Henry Fye, 1865; Benjamin Kilbourn, 1865; Michael Murray, 1865; Charles B. Payfer, 1865; Royal G. Platt, 1865; Charles H. Drouilliard, 1865.

*Casualties.*—George W. Moore, killed at Spottsylvania, May 12, 1864; Cyrus W. Hall, killed at Wilderness, May 6, 1864; James B. Smith, killed at Petersburg, July 2, 1864; William Austin, died at Washington, May 12, 1864; William Styan, killed at Petersburg, June 17, 1864; Michael McCoy, died at Camp Douglas, November 13, 1863; John Johnson, died October 31, 1864; Anthony J. Tyson, died at Southside Railroad, Va., September 30, 1864; Fred Smith, died at Annapolis, Md., March 23, 1864; Jacob Gohl, at Andersonville, Va., October 26, 1864.

*Dygett's Sharpshooters Discharged.*—Ira Airheart, 1863; Orrin K. Hopkins, 1863.

#### FIRST MICHIGAN COLORED INFANTRY.

This was organized in the fall and winter of 1863, under Col. Henry Barns, and mustered into service February 17, 1864. The command left Detroit March 28, 1864, under command of Lieut. Col. Bennett, and reported at Annapolis early in April, where it remained until ordered to Hilton Head, S. C., April 19, 1864. Its first engagement was at Baldwin, Fla., August 8, 1864, and its last field day at Singleton's Plantation, S. C., April 19, 1865. The command was discharged at Detroit, October 17, 1865. Martin Stephenson died at Beaufort, S. C., October 7, 1864.

*Discharged.*—George H. Griggs, 1865; Thomas B. Brown, 1865; Samuel Bryant, 1865; Gilbert Burruss, 1865; John Clemmins, 1865; Charles Livar, 1865; Samuel Smith, 1865; George W. Lett, 1865; George Aiken, 1865; Ely Trice, 1865.

#### SOLDIERS' AND SAILORS' CONVENTION.

A convention of soldiers and sailors of the United States was held at the court house in the city of St. Clair, on Monday, the 27th day of August, 1866, for the purpose of organizing a Soldiers' and Sailors' Union, having for its object the maintenance of their best interests, the fostering of that spirit of patriotism which led them forth to battle for their country, to secure a proper recognition of their just claims, to procure employment in the general pursuits of life for themselves and their comrades in arms who may need assistance, to extend to members who by reason of wounds, sickness or other misfortunes are prevented from pursuing their usual employments, and to the widows and orphans of fallen comrades such aid as will alleviate their necessities, and further to urge upon the Government and people the just claims of honorably discharged soldiers and sailors, and the care and protection of the widows and orphans of those who sacrificed their lives in the service of their country.

The call was made July 31, 1866. Every honorably discharged soldier and sailor in the county of St. Clair was earnestly requested to attend the convention and assist in the formation of a Union for the mutual benefit of all who have stood shoulder to shoulder in their country's service.

The organizers are named as follows: S. B. Brown, Eleventh Michigan Cavalry; William Sanborn, Twenty-second Michigan Infantry; N. S. Boynton, Eighth Michigan Cavalry; H. P. Wands, Twenty-second Michigan Infantry; M. H. Miles, Eleventh Michigan Cavalry; William B. Morse, Fourth Michigan Infantry; Joseph Armstrong, Second Michigan Cavalry; T. P.



Miles, Eleventh Michigan Cavalry; A. C. Buffington, Thirteenth Michigan Infantry; W. H. Dumphy, Tenth Michigan Infantry; George W. Buchanan, Second Michigan Cavalry; W. H. Hartsuff, Tenth Michigan Infantry; Albert H. Landon, United States Navy; J. C. Kuhn, United States Navy; William H. Hart, United States Navy; Ambrose Caswell, United States Navy; Richard H. Rogers, United States Navy; Oliver Morton, United States Navy; William Clendenning, United States Navy; John W. Lewis, United States Navy; A. S. Hayward, United States Navy; N. S. Boyton, Eighth Michigan Cavalry; James Hagter, Eighth Michigan Cavalry; John Jones, Twenty-second Michigan Infantry; Franklin Northrop, Eighth Michigan Cavalry; Oliver Durant, Second Michigan Infantry; Thomas W. Main, Twenty-second Michigan Infantry; James Robertson, Twenty-second Michigan Infantry; Charles A. Hayward, Eighth Michigan Cavalry; Martin Bringham, Eighth Michigan Cavalry; Samuel Fitzgerald, Third Michigan Infantry.

The convention elected Gen. S. B. Brown, President; Col. John Atkinson, Vice President; Sergt. Patterson, Recording Secretary; Lieut. E. G. Spaulding, Corresponding Secretary, and Col. Henry Whiting, Treasurer.

#### SOLDIERS AND SAILORS OF MACOMB AND ST. CLAIR.

This organization of veterans may be numbered among the great military associations of the United States. Its re-unions are characterized by a desire to do honor to the past, to keep the memory of fallen comrades green, to lay down precedents for the future. The society may be said to date its organization from August 31, 1871, when the members of the Twenty-second Michigan Infantry assembled at Romeo, and elected the following officers: President, Gen. William Sanborn, of Port Huron; First Vice President, Col. H. S. Dean, of Ann Arbor; Second Vice President, Prof. O. D. Thompson, of Lapeer; Secretary, Lieut. E. G. Spaulding, of Port Huron; Treasurer, Capt. G. W. Robertson, of Mt. Clemens; Orator, Lieut. Irving D. Hanscom, of Romeo. Capt. Edgar Weeks delivered the oration on that occasion. The re-unions of the Twenty-second and Fifth Michigan Infantry, and of the Eighth Michigan Cavalry, since that time have been held at various places in Macomb, St. Clair and Oakland Counties. The following poem, by William H. Clark, was read before the veterans assembled at Mt. Clemens, August 31, 1881:

"Why meet we comrades, here to-day  
Why gather friends, why this display  
War's rude alarms are past and gone,  
No more we hear the warlike drum,  
Or fife's shrill cry.

"Why burnish up our memories here?  
What joys or sorrows are so near,  
That wake to life scenes of the past,  
Exciting scenes, dissolving fast  
In days of fear?

"Full twenty years have passed away,  
The time seems short, aye, but a day,  
The martyred Lincoln called for men  
Our glorious Union to maintain,  
The Nation's stay.

"A Union which our fathers wrought,  
A land for us so dearly bought,  
In days when men were sorely tried,  
Who pledged their all, and nobly died,  
Not all for nought.

"Columbia's sons, O know ye not  
That traitors would with hideous blot,  
Disgrace the Flag that patriots made,  
Strike out the stars thereon displayed,  
In fearful fray?

"O hear ye not those threatening tones,  
Now drawing nearer to your homes,  
Observe ye not the coming storm,  
Now bursting near with loud alarm?  
Then why delay?

"Sons of Macomb, and broad St. Clair,  
O see ye not that fearful glare,  
Which lighteth up Fort Sumter's wall,  
The opening strife on Southern soil,  
O do not stay.

"But rally, sons of noble sires,  
Light up your homes with patriot fires,  
Wave high the Starry Banner, high,  
And swear its fealty to stand by,  
Tho' death has sway.

"Now Wayne, St. Clair and old Macomb,  
With Oakland, Saginaw and Livingston,  
And Shiawassee, all arise,  
The fighting Fifth to organize,  
And march away.

"In early day, down to the front,  
To meet the foe, the battle's brunt,  
Its record shining mid the storm,  
We weep to find four hundred gone,  
So brave and true.

"And the gallant Twenty-second, too,  
Bravely into the breach it flew,  
On many a hot and bloody ground,  
Nobly fighting, always found.  
A good name wins.

"And next, the hardy Eighth comes on,  
To breast the waves of secession,  
With sturdy ranks and hearts so true,  
John Morgan's troops to interview  
And gain the day.

"And we surviving comrades now,  
With wrinkles gathering on each brow,  
In mutual toil, privations met,  
The crown of victory there is set,  
Without display.

"While mem'ry brings years that have fled,  
Forget not those now with the dead,  
Who bore with us the strife and heat;  
On silent camping grounds they sleep,  
With arms at rest.

"It is with joy, comrades, this day  
That we here meet, in peaceful way,  
And in each face reflecting bright,  
Preserved, though scarred from war's sad blight,  
All hail this day.

"A country saved, united land,  
A Union worthy to command  
True freedom in its broadest sense  
'Liberty and Union' its defense,  
Hail, glorious land."

The meeting held at Mt. Clemens in September, 1881, was, perhaps, the largest and most enthusiastic of all the happy re-unions of Michigan troops. Among the guests were Capt. W. F. Atkinson, Col. Wormer, Col. W. D. Wilkins, Col. Duffield, Col. Pulford, and others, of Detroit; Col. Dean, of Ann Arbor; Chaplain Jacokes, of Pontiac; George F. Lewis, and others from home and abroad. Several old battle flags stood upon the stage, among them the torn banner of the Old Fifth. Col. Farrar was President of the Day. Mayor Russell made an address of greeting in which he cordially welcomed the visitors. He considered that Mt. Clemens was honored by their presence: the homes and hospitalities of her people were at their disposal. The Mayor touched upon the pleasures of the re-union, principal among such being the renewing of old friendships formed amid the trials of war, the recital of the experiences of camp and field. Veterans of the Fifth could fight again Fair Oaks and the Wilderness, while the hearts of the Twenty-second would warm once more as they told of Chattanooga.

Capt. W. F. Atkinson delivered the following oration:

"We are again together, not so many as of old, not so young as we were, but with the same true hearts, with the same love for our country, and willing, if necessary, to risk our lives for its preservation.

"As the good citizens of Mt. Clemens kindly entertain us, we will renew the friendships of the camp, and march, and battle field, turn back on memory's golden wings and call up faces long since among the missing, tramp again over the hard stone roads and hills of Kentucky, Tennessee and Virginia, and sing once more the good old songs that echoed so sweetly on the Southern air.

"At times like this we can forget the bones that ached and the heels that were blistered, and remember the camps in beautiful groves and the mellow squeak of the Confederate shoat as a bayonet sacrificed him on the altar of liberty. The delicious odor of boiled hen and sweet-potatoes comes to me now as sweetly fragrant as the rose, while the flame from the top rail curls gracefully round the camp kettle, and soars upward to the clouds where the spirits of departed foragers whiff it with joy. We will be boys again for a day and let the world take care of itself.

"Michigan sent none but good regiments to the war, and none of them did her more honor than the ones you represent.

"There is in the hearts of the people a great love for and pride in the Fighting Fifth. Its glorious record commenced early in the war, and on every battle-field of Virginia new laurels were won. One by one, sometimes hundreds at a time, brave men fell from its ranks, but always with their faces to the foe. Its flag was ever seen in the thickest of the fight, and was never lowered. Many a brave man's blood was given for that flag, and it is to-day, torn and tattered though it be, one of the fairest jewels in Michigan's crown of glory.

"Tattered, torn is the beautiful flag  
For which our brothers fought and fell;  
Tattered, it looks like a very rag,  
That flag they loved so well.

But when on resurrection morn  
 Gabriel sounds the reveille;  
 In answer to the Angel's horn  
 A gallant sight you'll see.

'For once again the Fighting Fifth  
 Their glorious banner high shall lift  
 And place it where in Heavenly hall  
 'Twill wave the proudest of them all.'

"I can see some of the boys smile at the idea of Col. Farrar and Maj. Mathews becoming angels, but you know Heaven's ramparts are to be stormed when taken, and the old regiment will go at them and over them as it did over the rebel breastworks at Cold Harbor, at North Anna, at the Wilderness and at Petersburg where its flag was first to wave on the rebel works.

"On a May day nineteen years ago the ladies of Mt. Clemens presented to a cavalry regiment then just organized, a silken flag—On its face shone a star for every State. It was the flag of Washington, of Jackson, of human liberty—the stars and stripes; and as the eloquent tongue of your honored citizen, Robert P. Eldredge, told them to take and protect that banner for the sake of themselves, their homes, and the generations yet to be, every man of the gallant Eighth vowed to shield it with his life; and well they kept that vow. The regiment was baptized in blood before it was out a week. It captured John Morgan. It swept over Kentucky and Tennessee, carrying death in its path to the rebel foe. The mountains of Georgia heard the clatter of its horses' hoofs. It was with Stoneman at the Chattahoochee, and Macon, and it faced Longstreet day by day, when the Union army fell back on Knoxville. It was in thirty-nine battles, and the soil of four States has been made holy by the blood of its men. What has become of its beautiful flag I do not know, but the ladies who gave it did not trust in vain. Men of the Eighth Calvary, you may well feel proud of your old regiment, and I did not wonder when I heard that your brave old comrade, Col. Wormer, claims that it is higher honor to be a member of the Eighth than to wear the stars of a Major General.

"Of the Twenty-second Michigan, what can I say that will even faintly do justice to that splendid regiment? Its men are dearer to my heart than those of any other, for I shared with them the many joys and sorrows of a soldier's life. I saw them as with proud steps and gallant bearing they filed out of the fair ground at Pontiac. No body of men were ever better calculated for their work, and never in the trying scenes of the war did they falter in the line of duty. I saw them day by day, on the march and in the camp, on the skirmish line and in the battle, do honor to their country and their State. They helped drive the rebels from Kentucky. They marched with Rosecrans through Tennessee. They forced their way over the mountains of Northern Georgia and reached Chickamauga to find the Union army on the retreat badly beaten and demoralized. They were ordered to the front to stop the onward march of the victorious rebels while the rest of the army formed a new line. You all know the history of their terrible fight. You have heard of the gallant charge they made, how,

'Stormed it by shot and shell,  
 Nobly they fought and well.'

How five times Longstreet's victorious troops were hurled against them and five times driven back. You have heard how Col. Sanborn led the regiment in its brilliant charge, and you know that round that flag fought and fell that day some of Michigan's bravest men, and how at last, its ammunition gone, it was surrounded and the remnant of that heroic band taken prisoners. You have heard of their sufferings in the prisons of the South, and when you hear of the Twenty-second you may all feel proud, for

"'Sons of Macomb and broad St. Clair  
 And Oakland's rolling fields were there,'"

and as long as the Union lives their names will be remembered in honor."

Upon the conclusion of the speaking the associations met at their headquarters and held business meetings.

The Fifth, of which there were 150 members present, elected officers as follows: Presi-



dent, W. D. Wilkins; First Vice President, E. H. Shook; Second Vice President, DeWitt Walker; Third Vice President, D. Owen; Secretary, T. J. West; Treasurer, D. P. Rose; Historian, H. K. Sweet.

The Twenty-second, 167 members present, elected the following officers: President, A. M. Keeler; First Vice President, S. C. Mead; Second Vice President, A. P. McConnell; Secretary, A. E. Collins; Treasurer, J. J. Snook.

The Eighth Cavalry, 90 members, elected: President, J. H. Riggs; First Vice President, G. S. Wormer; Second Vice President, A. E. Calkins; Third Vice President, H. C. Wells; Fourth Vice President, W. L. Buck; Treasurer, C. Crowely; Secretary, T. M. Birdsall; Historian, J. M. Lamb; Orator, W. H. Clark; Corresponding Secretary, R. F. Allen.

The Macomb and St. Clair Association, 200 members present, elected officers as follows: President, William H. Clark; First Vice President, Peter Churchill; Second Vice President, James Smith; Third Vice President, Porter Beebe; Fourth Vice President, William Jenney; Secretary and Treasurer, E. A. Jennings. Among the Presidents of the Macomb and St. Clair Association as organized in June, 1877, were Col. Sanborn, Major A. M. Keeler, Col. J. S. Farrar, and the present President—William H. Clark, Jr. The association was formed in 1877 by fifty-one soldiers of this district, to which number seventy-six have been added.

#### THE SOLDIERS' AND SAILORS' RE-UNION.

The annual re-union of the Macomb and St. Clair Counties Soldiers' and Sailors' Association and Companies H and I, of the Fourth Michigan Volunteer Infantry, was held at Armada, August 25, 1882. A large delegation of citizens and ex-soldiers, headed by the Capac Band, with Prof. A. M. Keeler as Marshal of the Day, and P. B. Kade and Amos Finch as Assistants, met the incoming morning trains, and upon the arrival of which a procession was formed and a line of march taken through the principal streets to the Baptist Church, where a speech of welcome was made by H. H. Spencer, Esq., President of the village, and responded to by William H. Clark, Jr., President of the Macomb and St. Clair Counties Association. A prayer by Rev. H. N. Bissell was followed by an address by Capt. P. C. Goodell, of Detroit, who was followed by the Hon. Dexter Mussey, Rev. Mr. Young, of Romeo, and others. The exercises at the church being concluded, the procession formed in the same order and marched to the hall of H. H. Spencer, where an excellent dinner had been prepared by the ladies of Armada and vicinity, which was partaken of with a hearty relish.

After dinner, speeches were made by W. H. Clark, Jr., and others. The exercises were interspersed with music by the band, and the general verdict was that the re-union was a grand success.

At the business meeting of the Macomb and St. Clair Association, the following business was transacted: Hon. Dexter Mussey, Capt. P. H. Goodell and Rev. N. N. Bissell were elected honorary members of the Association.

Next came the election of officers, which resulted as follows: President, H. C. Mansfield, of Port Huron City; First Vice President, J. S. Farrar, of Mount Clemens; Second Vice President, A. M. Keeler, of Richmond; Third Vice President, Andrew Latenbooker, of New Haven; Secretary and Treasurer, Moses F. Carleton, of Port Huron City.

#### OUR COUNTRY'S DEFENDERS.

A meeting was held June 25, 1881, for the purpose of organizing an encampment of "Our Country's Defenders." The following officers were elected: Commander, E. G. Spalding; Lieutenant Commander, E. B. Taylor; Adjutant, E. S. Post; Quartermaster, George K. Nairn; Surgeon, H. R. Mills; Chaplain, M. F. Carleton; Officer of the Day, N. C. White; Officer of the Guard, J. W. Burns; Outpost, Hiram Mann.

#### THE GUARDS.

The Port Huron Guards had forty-five men in the parade and sham battle at Detroit, during the re-union of the Army of the Potomac, in June, 1882. The following was the prize drill roster:

Capt. S. H. Avery, First Lieut. T. J. Hutchinson, Second Lieut. George Phillips, First Sergt. N. C. White, Second Sergt. William Stapleton, Third Sergt. F. H. Taylor, Fourth Sergt. C. C. Richardson, Fifth Sergt. E. E. Flynn, First Corp. John Fitzpatrick, Third Corp. John W. Dempster, Fifth Corp. H. Kaumeier, Sixth Corp. G. W. Boynton, Seventh Corp. Charles Phillips, Privates: John Burns, C. C. Casler, L. Casler, William Chabouch, Edward Deery, Thomas Fish, Maurice Goodman, B. E. Hall, E. E. Hall, Samuel Hussen, Charles Howes, George F. King, George Kappner, William Kessel, Cyrus McCain, W. L. McDaniel, G. C. McDaniel, A. B. McCollom, Robert McNicol, John McKenzie, E. S. Post, E. S. Petit, Edwin Toft, Frank J. White. The history of this command is given in the sketch of Port Huron City.

#### THE SHERIDAN HORSE.

This celebrated horse was sold by A. P. Sexton for \$500 to Richard Leonard, a friend of his son W. Leonard. The latter broke the horse to harness and used him to haul wood to Port Huron, until he sold him to Mr. Inslee. Mr. Leonard lives in the town of Burtchville (at that time Grant), on the Comstock road, about three miles from Lakeport. The horse was bought at Port Huron by E. J. Inslee, for Col. Campbell, for \$175. From the fact that the horse was sent to Col. Campbell at Grand Rapids, where no fact saw it, the General naturally supposed that it was purchased at Grand Rapids. He was purchased from a Mr. Leonard who now lives back of Lakeport, in the town of Burtchville, in this county, and who had obtained him from a Mr. Sexton, at that time living in Lakeport, but now in Ohio. Previous to selling him, Leonard had driven "John," as he was then called by his owner, but little, yet he was regarded as a horse of great promise, and known in the country near his owner's home as the "Leonard colt." He was a horse that one would not forget after seeing him once. So marked was his appearance that A. McDonald, of Lakeport, who was a member of the Sixth Cavalry, and in the fight when Sheridan came "riding down the valley," tells us that as "gallant Phil" dashed down the lines after his twenty miles' ride, though not knowing that Col. Campbell had presented the horse to his chief, he (McDonald) turned to his nearest comrade, a fellow-townsmen, with the remark: "That horse that Sheridan is riding, is the one that Archie Campbell took out from Port Huron. It's the Leonard colt sure, though he has grown a little."

#### AT HOME.

In the foregoing pages, the writer has essayed to give a measure of justice to the soldiers of St. Clair. Of those who labored at home, something must also be said. Immediately succeeding the commencement of hostilities, the ladies of the county became thoroughly imbued with a sense of that duty which they owed to their country; they formed societies of aid to the sick and wounded soldiers of the army, and so organized themselves as to be able to render most effective service. The citizens whose days for field service ended with the close of the first half of the century, acted well their parts at home. Their co-operation with the State Military Board resulted in most important aid to the Republic.

The history of the times is one which speaks of duty done. The troops of St. Clair, attached to the various regiments sent forward from Michigan, were soldiers in the full acceptation of the term. When they are considered, with what pride may their fellow-citizens and relatives look back to the seventh decade of the nineteenth century, when such a number of gallant men went forth to offer themselves upon the altars of patriotism—to preserve the Republic. The most terrible fate threatened the truest federalization upon the earth. A visible enemy from within, aided by unnumbered enemies of Liberty from without, entered into a conspiracy to destroy all that which the Revolution acquired for us. The soldiers who combated the powers of the conspirators, who beat down every obstacle which the wealth of the slaveholders and their aristocratic allies placed before them, must live for ever in the hearts of the people. The soldiers of 1861-65, have, next to those of Lexington and Yorktown, left names which can never die so long as memory lives; they left precedents, illustrious examples, which the present and the future must always observe when the Republic is threatened. Let the people follow in their tracks, and transmit from generation to generation, a land of illimitable possibilities, a patriotism incorruptible, a government at once strong and just, and a set of public principles honorable to the age, that so, happiness may reign in every home within the Union, and teach the sons how to live as brave men.

## COURTS AND BAR OF ST. CLAIR COUNTY.

The beginning of the law history of St. Clair was made in the older county of Macomb. From 1818 to 1821, and even later, the districts of Huron and St. Clair were under the one local government, so that, before commencing the history of St. Clair courts and bar it is necessary to review briefly the law proceedings in which the two counties were interested previous to January, 1822.

The first session of the District Court was held in the house of Christian Clemens, at Mount Clemens, July 10, 1818. Christian Clemens, Chief Justice, with Daniel LeRoy and William Thompson, Associate Judges, presiding.

The first case brought before this tribunal was the admission of Ezra Prescott to the bar of Macomb. Having produced his certificate as an attorney of the Supreme Judicial Court of New Hampshire, it was ordered that he should be admitted an attorney and counselor at law of this county. John Stockton was Clerk of the Court.

The next sitting of the court took place July 14, 1818. The grand jury made no presentments and was discharged. The only civil suit brought before the Judges was that of Mitchell and Leo Trombley *versus* Joseph Dupree, an appeal from Justice LeRoy's Court. Mr. LeRoy retired from the bench when this case was presented; however, on account of not being ready for trial, the case was continued.

The session of 1819 began February 1, with the same Judges presiding. James Felton, the Sheriff, returned the names of twenty-four grand and twenty-four petit jurors. The following are the names of the Grand Jurors who were present: Z. W. Bunce, Oliver Record, Andrew Westbrook, Baptiste Yax, William Brown, Joseph Mina, John K. Smith, Elisha Harrington, Edward Tucker, Jacob Tucker, John Connor, Isaac Russ, H. R. Underhill, Pierre Phenix, Felix Pelley, Baptiste Niela, Hugh McKay, Julius Forton, Francis Labady, James Graham, John B. Beaubien, Gideon Olmstead. This jury retired under care of Constable J. B. Chapaton. The cases brought before the court were as follows:

Michel Trombley, Supervisor of Huron Township, appealed from Justice Harrington's court his complaint against John Tucker, which was ordered discontinued. His complaints *versus* Julius Forton, Louis Chovar, Charles Pelten, Edward Tucker, Francis Labady and Benjamin Trombley. The other cases were those of Andrew Westbrook *v.* William Austen, an appeal from Justice Smith's court, and the continued case of Trombley *v.* Dupree, which were continued.

The session of the court in 1820 was merely marked by the granting of a license to the Chief Justice of that court, as follows:

MACOMB COUNTY, SS. February Term, 1820.

Christian Clemens, of said county, having made application to said court for a license to keep a tavern, and having satisfied said court that a tavern is necessary at his place of residence for the accommodation of travelers, that he is of good moral character and has sufficient accommodation for such purpose, therefore said court have granted him this license.

JAMES FULLER  
JOSEPH HAYS

WILLIAM THOMPSON,  
DANIEL LE ROY,  
*Assistant Justices of said County*

The following references to the first session of the County Court, to the lawyers of the period, and to the old court house, were made by Mr. Weeks and Judge J. B. Eldredge. The first court for the trial of causes and the transaction of general business was held at Mt. Clemens, at the residence of Christian Clemens, Chief Justice, on the 10th day of July, 1818, and was presided over by the Chief Justice and his two associates, whom we have already named in the list of appointments made for this county. At this session was admitted to practice Ezra Prescott, of New Hampshire, whose appointment to the office of Prosecuting Attorney is also recorded in the list above mentioned.



The first suit entered in the records is that of Mitchell and L. C. Trembley v. Joseph Dupree, which was tried upon from a bill filed in court, in December of 1818, and which was continued to the next term. This closed the labor of the court for that term. John S. and Lewis Clark. The next term was held at the same place, commencing February 1, 1819. The first indictment found by the grand jury of this county was for a small and petty matter John H. and John. The first trial of a cause was at the court commenced with these as counsel, named at Trembley and Trembley v. Dupree, in which was rendered a verdict by a jury to the plaintiff of \$26.50. This verdict was rendered by the first petit jury of which any record is preserved, and their names are as follows: Nathan Coggswell, James Thorrington, William Smith, Hæren Underhill, Ezekiel Allen, Levi Blount, James A. Clark, Robert Stockton, John Tucker, Benjamin Trombly, John B. Vernier and Louis Chapaton. The third term of the court was held at the same place, February 1, 1820. At this session considerable business was transacted, eleven indictments were found, two of which were against one Henry Cottrell, for "contempt of law." This is an offense unknown to the books, either of common or statutory law, though a wholesome "contempt of law" has always been entertained by the great mass of the people.

While the educated legal mind turns back with a sensation of pride and satisfaction through the pages of history, in the contemplation of the majestic system of our jurisprudence, and makes the grand assertion that "law is the perfection of human reason," we find here a recorded case of the popular opinion that "law is an injustice and a humbug." The record of the next term of the court shows that a court house had been built, and therein the court sat. This court house was built of logs and stood for some years on the site of the present court house. At this term was admitted to practice as an attorney B. F. H. Witherell, who called recently in Detroit, then occupying the bench in that county as Circuit Judge. There was at the same time admitted one Spencer Coleman, in 1821, who presented the certificate of Hon. James Kent, Chief Justice of New York (author of Kent's Commentaries), that he (Coleman) was an attorney of that State. We cannot give the date, but the fact exists, that about this period there was admitted to the bar of this circuit a lawyer whose name and fame have since become familiar to the world; we refer to Anson Burlingame, afterward minister to China, known to all the treaty powers of the world. Hon. C. I. Walker, one of the professors in the Michigan University Law Department, was admitted here, as was also the late Cornelius O'Flynn, who died recently in Detroit. It was this court that admitted to citizenship Alexander D. Frazer, the oldest lawyer on the Michigan bar.

Among the early lawyers of the county, or rather those practicing in the county courts, were Cornelius O'Flynn, Alexander D. Frazer, R. P. Eldridge, B. F. H. Witherell, O. D. Richardson, William A. Fletcher, Charles W. Whipple, — Backus, Jacob M. Howard, Thomas Ashley, Ezra Prescott, James F. Joy.

The record of persons admitted as attorneys and counselors at law shows the following names and dates: Ezra Prescott, July 10, 1818; Thomas Ashley, June, 1820; Spencer Coleman, February, 1821; George McDougall, February 4, 1823; Jacob M. Howard, July 16, 1833; Franklin Sawyer, Jr., July 16, 1833; James F. Joy, April 12, 1837; Lewitt C. Walker, April 12, 1837; Royal P. Crouse, April 13, 1837; Harlehigh Carter; Prescott B. Thurston, April 13, 1837; Solomon Lathrop, April 12, 1837; Edward P. Harris, October 12, 1837; H. D. Terry, April 11, 1838; Peter S. Palmer, October 17, 1839; John A. Hillis, October 19, 1839; John J. Leonard, October 16, 1839; Almer C. Smith, October 16, 1839; Amos Dolby, appointed October 23, 1839; H. D. Terry, appointed December 9, 1839; Amos Dolby, appointed April 8, 1839; Richard Butler, appointed October 8, 1839; R. P. Eldridge, appointed May 13, 1839; James L. Connor, April 15, 1840; O. D. Richardson, April 15, 1840; Stephen L. Cook, April 4, 1845.

#### ST. CLAIR COUNTY OFFICERS

The first meeting of the County Court of St. Clair was held at St. Clair Village January 28, 1822, with James Fulton, Chief Justice, and John K. Smith, Associate Justice. James B. Woolverton, Sheriff; John Thorn, Clerk of St. Clair; Ira Marks, Constable; and Reuben Hamilton, Clerk of the Superior Court. The first Grand Jury was sworn in on March 1, 1822, members: William Thorn, John Connor, Louis Chortier, Elijah B. Allen, Harvey Stewart,

Samuel Ward, Andrew H. Westbrook, James Bourdeman, Oliver Ricard, Jacques Leson, Peter Brandamour, John Robertson, Nicholas Hoofmaster, Eben Brach, Thomas Cook, Francis Chortier, David Cottrell and George Cottrell. The jurors who did not appear were Nathaniel Fulton, Lorin Blanchard, Philip Jarvis, Peter Rice, William Harson and Francis Harson. January 29, 1822, the following names were returned to court as Petit Jurors: William Brown, David Robertson, Isaac Davis, James Robertson, Moses Birdsall, Joseph Mini, Joseph Chortier, Hezekiah Adams, Ekim Russell, Michael Duchesne, M. Duchesne, Jr., and Thomas Robertson.

The first question presented to the court was the application of Andrew Westbrook for a tavern license. James Robertson and David Robertson were his bondsmen. The court granted the application, provided the tavern be conducted at the Westbrook dwelling house. William Brown was granted a similar license on the same date. Licenses were also granted to Moses Birdsall, Zephaniah W. Bunce and James Robertson, on the same date, to conduct taverns. At the session of the court, January 30, licenses to keep tavern were granted to Oliver Record, James Fulton.

James Fulton was licensed to maintain a ferry across Pine River. January 30, 1822, James B. Woolverton was granted a like permission to keep a ferry on Belle River. The rates ordered by the court were: Each person, 6 $\frac{1}{4}$  cents; man and horse, 9 cents; horse and carriage, 1 shilling; every separate or additional beast, 3 cents. Jean B. Desnoyer was granted a license to maintain a ferry across the mouth of Black River, July 6, 1824. Louis Chortier was licensed to run a ferry across Belle River February 1, 1825.

On January 30, 1822, Isaac Davis and Lewis McKniff, and also John Harrow, were allowed to stand out on bail, to answer charges against them before the July session of the court.

The July term of County Court began the first Monday in July, 1822, with Zephaniah W. Bunce, Chief Justice; Samuel Ward and Thomas Oakes, Associate Justices. The cases of the United States vs. John Harrow, and the same against James Cartwright were continued to next session. Reuben Hamilton was appointed Under Sheriff July 1, 1822.

The session of January, 1823, was convened with the same Justices presiding as in July, 1822. Henry Cottrell appeared as Sheriff; Seth Taft, Constable; Reuben Hamilton, sub-Sheriff. George A. O'Keefe, Prosecuting Attorney. The licenses granted in 1822 were renewed, and new licenses granted to Reuben Hamilton and Charles Chortier, to keep taverns. The trial of James Cartwright, Sr., resulted in a verdict of not guilty, January 29, 1823. The case against John Harrow was dismissed, and a *nolle prosequi* was entered in the case of the United States vs. John Cartwright, Jr.

The first civil cases before the court July 8, 1823, were those of J. B. Chamberlain vs. Rufus Thrall, and Andrew Westbrook vs. Seth Taft, H. Sanders, William Brawor. Attorney Whitney appeared for Chamberlain, and Lamora for Westbrook. In the case of the United States vs. Andrew Westbrook, the indictment was pushed. Mr. Witherell appeared as Prosecuting Attorney.

The session of 1824 opened with Z. W. Bunce, Chief Justice; Samuel Ward and David Oakes, Associate Justices. Charles Larned appeared as an attorney.

The January session of 1825 was opened by Justices Samuel Ward and David Oakes. B. F. H. Witherell and Henry Chipman, lawyers, were present. A number of tavern licenses were renewed, and new ones granted. John Thorn was Clerk, and Henry Cottrell Sheriff.

The session of 1826 began February 1, with Judges Bunce, Ward and Oakes presiding. George A. O'Keefe and William Robertson, were the attorneys in attendance.

The court met January 29, 1827, with the same Justices, Sheriff and Clerk as in former years: B. F. H. Witherell, Prosecuting Attorney; Samuel Larned and William Terry, attorneys, present. The causes of Thomas Palmer vs. Richard Sansbury; William Austin vs. Z. W. Bunce; the United States vs. Lambert Beaubien and Louis Chortier; John E. Lasher vs. William Gallagher; the United States vs. Sewell Keyes; Joel Eastman vs. John Martin; John Martin vs. Jacob Guy, were brought before the court.

This was the last session of the County Court of St. Clair. On October 16, 1827, the business depending before the court, with the record books and papers, were transferred according to the legislative act of 1827 to the office of the Clerk of the Circuit Court, the first session of which began October 16, 1827.

The Circuit Court of St. Clair County held its first session October 16, 1827, at the court house in the village of St. Clair, with Solomon Sibley, Circuit Judge, one of the Judges of the Supreme Court of Michigan Territory. Henry Cottrell was Sheriff. The first Grand Jury called was composed as follows: Joseph Mann, George Harrow, Tom Mark, Jonathan Ayer, Asa Abel, John S. Fish, Antoine Chortier, John Thorn, Jean Bte. Petit, Clark Warden, Levi Barber, Daniel Foggason, Isaac Davis, George Palmer, Charles Phillips, David Cottrell and David Robertson. Lambert Beaubien, Charles Chortier, George Jaspersen, Joseph Buckley, Seth Taft, Eber Ward and William Austin, Sr., were not present, although summoned. Judge Sibley fined each \$5, and they began to realize that the Circuit Court was quite a different institution from that to which they had been accustomed for the previous six years.

The second day of the term (October 17, 1827,) James Fulton was appointed Deputy Clerk of the Circuit Court. George A. O'Keefe and B. F. H. Witherell, Prosecuting Attorney, were the attorneys present. The cases brought before Judge Sibley were those of Palmer vs. Sansberry; Joseph Campeau vs. Anselme Petit; Knapp vs. Edward Hopkins; the United States vs. James Cartwright; same vs. Morris McGarry; same vs. Gilbert Elliott; Campeau vs. J. B. Yax and Harman Chamberlain vs. Henry Cottrell. The first session of the Circuit Court of St. Clair County closed October 18, 1827.

April session of 1828 was advertised to open April 21, 1828; but neither the Judge nor Circuit Court Clerk being present, Deputy Clerk James Fulton adjourned the court. On the 22d this action was repeated; however, on the 23d, Hon. Henry Chipman, Judge of the Territorial Supreme Court, arrived, and Henry Cottrell, the Sheriff, announced the fact of the court being in session. The attorneys present were A. D. Frazer, B. F. H. Witherell. The latter was ordered to be paid \$25 for his services as Prosecuting Attorney during the session.

A motion for a new trial in the case of the United States vs. Elliott was made by Alexander D. Fraser, on the grounds that there was no evidence before the jury who tried the case the previous day (April 24, 1828); that the assault and battery, charged in the indictment, as being committed on Morgan, was so committed within the County of St. Clair. Second, that the Judge did not charge the jury, as was prayed for by defendant's counsel, that the offense should be proved, on trial, to have been committed in this county, in order to justify the jury in the conviction of the defendant, and third, that there were only two witnesses on the trial of the case; that they contradicted one another and that there was no credible testimony produced. A new trial was granted. In the case of the assault on Andrew Westbrook by the eccentric George McDougall, a plea of not guilty was entered, and the trial continued. John Knapp was sentenced to fourteen days imprisonment in the county jail, and to pay the costs of the prosecution.

The October session of 1828 was presided over by Judges William Woodbridge and Henry Chipman, both of the Territorial Supreme Court. B. F. H. Witherell, District Attorney, was not present, but the court appointed C. W. Ewing Prosecuting Attorney for the term. On the *venires* being returned, it was found that the persons summoned were not legal grand jurors, on account of an impropriety in the summons, and so they were discharged. The cases before the court were: United States v. Chortier, same v. L. Beaubien, same v. Gilbert Elliott, same v. George McDougall, same v. John Squires, same v. L. Austin, Palmer v. Sansbury, Chamberlain v. Cottrell, Joseph Campeau v. Anselme Petit, Thomas S. Knapp v. Edward Hopkins and Martin Peekins, A. Westbrook v. Henry Saunders, H. Saunders v. A. Westbrook, Ed Hopkins v. L. Faer (Hopkins died before meeting of court), James B. Woolverton v. H. Saunders, Hiram Mann v. Horace Jerome, H. Chamberlain v. H. Jerome, R. McDonald v. Friend Palmer and Thomas Palmer, R. McDonald v. Ansel Frost; all cases continued. There were a few other cases disposed of before the close of the session, October 21, 1828.

The October session of 1829 was characterized by its desire to dispose of all the old cases continued from session to session for the previous seven years. The Presiding Judges were Solomon Sibley and Henry Chipman.

The term of 1830 began October 19, 1830, with William Woodbridge and Solomon Sibley, Judges. A number of assault and battery cases, including the Gilbert Elliott case, were disposed of.



The record of the session of 1831 is limited. In October, 1832, the first female plaintiff came into court before Judges Ross Wilkins and Solomon Sibley. Her cause was entered prematurely, as there was no intention on the part of the defendant to break his promise to marry. When the case was called, the conciliating fact was announced, that the action was abated by the marriage of the plaintiff. The entire proceedings in this case were as summary as they were rapid.

A petition was presented to the Judges of the County Court November 11, 1830, asking that Hosea Powers be appointed Surveyor of St. Clair County. The document was signed by E. Beardsley, Jeremiah Herrington, John Kennedy, Z. W. Bunce, D. B. Herrington, Reuben Dodge, John B. Desnoyers, P. W. Whiting, Louis Facer, H. Chamberlin, Ira Porter, Horatio James, William Cox, Samuel Baker, Thomas C. Fay, Daniel Stewart, Samuel F. Hopkins, James Byrne, Robert Hogge, Israel Carleton, Edmund Carleton, Samuel Carleton, Z. Burnham, Peter Carleton, Benjamin Bissell, Charles Phillips, James Fulton and Isaac Pulsifer. The prayer of the petitioners was granted by John K. Smith, C. J., and Louis T. Brakeman, Associate Justice, November 20, 1830, and Hosea Powers became Surveyor of St. Clair.

The first record of admission to the bar of St. Clair County is given under date October 18, 1832, when George A. O'Keefe moved the admission of Hosea Powers. Judges Ross Wilkins and Sibley appointed B. F. H. Witherell, A. D. Fraser and Daniel Goodwin a committee to examine Powers, which examination being reported, he was admitted an attorney and counselor at law, October 19, 1832. The heaviest sentence delivered by the court since its establishment in St. Clair County, was that against Jacob Spurlbank October 19, 1832, who was condemned to *three years* hard labor in the county jail, and costs of prosecution.

The lawyers practicing in the St. Clair County Circuit Courts from 1827 to 1832, were O'Keefe, Frazer, Witherell, Goodwin, Whipple and Powers. The Judges were Sibley, Chipman, Woodbridge and Wilkins. Bunce, Fulton, J. K. Smith, Ward and Oakes were the old County Judges.

#### ROLL OF ATTORNEYS.

In the foregoing pages, mention is made of the lawyers admitted to the bar of St. Clair County previous to 1833. Here the names of those admitted since 1843 are recorded.

Bethuel C. Farrand, born at Aurelius, Cayuga Co., N. Y., aged twenty-three years at date of admission to bar in 1843.

Edward W. Harris, born at Bradford, Orange Co., N. Y., admitted to bar in 1854, at the age of twenty-three years.

Nahum E. Thomas, born at Perry, Wyoming Co., N. Y., was admitted to bar in Ohio in 1868, and in Michigan in 1870.

DeWitt C. Walker, admitted to bar at Mt. Clemens, Mich., in 1839, at the age of twenty-three years.

William T. Mitchell, elected Circuit Judge.

True P. Tucker.

John J. Falkenburg, admitted to St. Clair bar in May, 1846.

Joseph T. Copeland. Justice of Supreme Court 1852-57.

William Grace, admitted to bar of St. Clair in March, 1847.

Volney A. Ripley, admitted to bar in March, 1849.

John Devine, Lexington, admitted an attorney in September, 1849.

Omar D. Conger, Lexington, admitted member of St. Clair bar in March, 1852.

William L. Bancroft, admitted in March, 1852.

Smith Falkenburg, St. Clair, was admitted in 1852.

Marcus H. Miles, St. Clair, was admitted in 1852.

Cyrus Miles, Port Huron, was admitted in September, 1852.

Augustus Van Buren, St. Clair, was admitted in 1853.

H. P. Vroman, Port Huron, admitted an attorney before Supreme Court in February, 1853.

Samuel D. Sibbitt, St. Clair, admitted in April, 1854.

John S. Crellin, Port Huron, admitted in June, 1855.

Anson E. Chadwick, Port Huron, was admitted an attorney in June, 1855.

Martin Ferris, St. Clair, admitted June, 1855.

Joseph F. Merrill, St. Clair, admitted August, 1855.

Lester Cross, St. Clair, admitted August, 1856.

Harvey McAlpin, Port Huron, admitted November, 1856.

George W. Wilson, St. Clair, admitted November, 1856.

Samuel Jameson, was admitted an attorney at law in May, 1858.

Tubal C. Owen, St. Clair, admitted in November, 1858.

O'Brien J. Atkinson, Port Huron, admitted before Wayne County Criminal Court in June, 1861.

Hazzard P. Wands, St. Clair, admitted November, 1858.

John Atkinson, Port Huron and Detroit, admitted before Supreme Court in 1863, graduated from Law Department Michigan University in 1862.

Charles F. Harrington, Port Huron, was admitted at Detroit in 1863.

H. G. Robbins, was admitted in September, 1864.

Henry Hart, St. Clair, admitted in April, 1865.

I. Ward Hill, St. Clair, was admitted at Detroit in April, 1865.

Thompson J. Hudson, Port Huron, admitted November, 1865.

Albert J. Chapman, St. Clair, admitted September, 1867.

Herman W. Stevens, Port Huron, admitted May, 1868. Elected Circuit Judge.

Edwin T. Solis, St. Clair, admitted September, 1868.

Jabez B. Waldron, St. Clair, admitted April, 1869.

Valentine A. Saph, Marine City, admitted April, 1869.

William F. Atkinson, Port Huron, admitted in May, 1871.

Frank Whipple, Port Huron, in May, 1871.

James I. Parsons, in May, 1871.

Alexander R. Avery, Grant, admitted December, 1871.

Frank P. O'Dea, admitted in May, 1871.

George A. Waterbury, admitted in March, 1872.

Thomas H. Wallace, Port Huron, admitted in May, 1872.

John Donnelly, Detroit, admitted in May, 1872.

James J. Barry, admitted in October, 1872.

Del. C. Huntoon, born at Marine City, was admitted in June, 1874.

James J. Atkinson, Port Huron, was admitted in September, 1874.

James L. Coe, was admitted in September, 1874.

Elliott G. Stevenson, Port Huron, admitted September, 1874.

Peter N. Packard, admitted 1875.

Charles F. Baird, St. Clair City, was admitted in April, 1875.

Joseph W. Avery, Grant, was admitted in May, 1876.

William D. Waight, Port Huron, admitted in May, 1876.

Michael Stapleton, admitted at Mt. Clemens, in January, 1873, deceased.

William Potter.

Charles K. Dodge, Port Huron, admitted at Houghton, September, 1875.

Charles R. Brown.

George P. Voorheis, Port Huron, admitted at Lansing in April, 1874.

Albert McCall, Columbus, was admitted in March, 1876.

William M. Cline, admitted at Sanilac in 1875.

L. G. Sperry, Memphis.

Milo E. Marsh, Port Huron, admitted at Ann Arbor, May 1, 1872.

Byron Burch, born at Nilestown, Ont., was admitted an attorney in September, 1876.

William H. Carleton, born in China Township, was admitted an attorney in 1876.

Charles Pierce Gilchrist born at Marine City, was admitted before Washtenaw Circuit Court March 26, 1877.

Frank J. Devlin, born at St. Catherines, Ont., was admitted an attorney June 7, 1877.

Lewis D. Wilson, born at Massillon, Ohio, was admitted an attorney July 7, 1877.

William J. Miller, born at Paris, Stark Co., Ohio, was admitted to the St. Clair County bar April 6, 1878.

Albert A. Carleton, born at Stillwater, Saratoga Co., N. Y., was admitted an attorney October 21, 1878.

Moses F. Carleton, born at North Haverhill, Grafton Co., N. H., was admitted to bar December 21, 1878.

Samuel W. Vance, born at Williamsburg, Durham Co., Ont., was admitted March 25, 1878.

Michael H. Mugan, born in Denham Township, Oxford Co., Ont., was admitted to bar March 15, 1879.

John B. McIlvaine, born in Metcalf Township, M. Sex Co., Ont., was admitted to St. Clair County bar, March 15, 1879.

P. H. Phillips, of the firm of Atkinson, Stephenson & Phillips, was admitted in 1879.

P. A. Hurd, a native of Vermont, was admitted March 29, 1879.

William L. Jenks, born in St. Clair County, was admitted to bar October 1, 1879.

C. P. Conger, born at Port Huron, was admitted an attorney at law, at Washington, June 30, 1879.

Hiram Kimball, a native of West Randolph, Vt., was admitted June 26, 1880.

John M. Kane, born at Marine City, was admitted to bar December 24, 1880.

Thomas Wellman, a native of Port Huron, was admitted December 24, 1880.

Jerry W. Jenks, born at Port Huron, was admitted March 19, 1881.

Arthur L. Sleeper, a native of Pontiac, was admitted February 13, 1882.

R. Harnden, born in New York State, was admitted July 14, 1879.

Oliver A. Ivers, born in St. Clair Township, was admitted October 2, 1880.

#### TRIAL OF ABBOTT FOR THE MURDER OF YOUNG.

A special sitting of the court was held at St. Clair, July 27, 1829, in conformity with an order of the Judges of the Supreme Court, dated July 13, 1829, granted on application of B. F. H. Witherell, District Attorney, to inquire into a murder said to have been perpetrated by two soldiers of the United States Army, then confined in the county jail. The Judges presiding were William Woodbridge and Solomon Sibley. The jury sworn comprised L. J. Brake-man, Jacob Peer, Jerry Marks, William Brown, George Palmer, Daniel Stewart, O. Record, James Robertson, D. Robertson, George Cottrell, Thomas Dait, Jacob Harson, Joseph Mini, Ant. Chortier, D. Cottrell. The witnesses summoned were E. P. Gardner, Harvey Henderson, William Hendricks, Silas Johnson, Allan Bills, Hugh McElroy, John Carlin, Hiram Owens, Ed Fletcher, John Clark, Jonathan Burtch, James Harrison, Andrew Lawrence, T. S. Starr and James Garrison in behalf of the United States. Dr. Zina Pitcher was summoned as witness in behalf of Thomas Abbott, one of the prisoners.

On July 28, George A. O'Keefe was appointed Prosecuting Attorney in this case, vice the absent Witherell. The indictment against Thomas Abbott, charging him with killing William Young, of Fort Gratiot, was read on July 29, to which Abbott pleaded *not guilty*. A motion by O'Keefe to continue the cause was set aside, and a petit jury sworn to try the case. The members of this jury were John Miller, Asel Abel, James H. Cook, Isaac Pulsifer, John Doran, James Hall, Samuel Ward, I. A. Pomeroy, John Yale, David Oakes, Ph. Wright and Charles Chortier. The prisoner challenged Clark Warden and John Thorn, who were set aside. The witnesses for the prosecution were then sworn, the jury placed in charge of Constables, and the court adjourned until the 30th. The jury heard the evidence and arguments on the 30th, and retiring in charge of Reuben Hamilton, found a verdict of *not guilty*, when Abbott was discharged.

#### TRIAL OF COLLINS FOR THE MURDER OF WORTHY.

The prisoner, William Collins, was then placed on trial for the murder of John Worthy, a soldier of the garrison of Fort Gratiot. He pleaded *not guilty*. The jurors were Jean Bte. Desnoyer, Isaac Pulsifer, John Miller, Frank Duchesne, D. Oakes, John Thorn, Joseph Buckley, Ph. Wright, Samuel Ward, Charles Chortier, John Doran and John Yale. Clark Warden and Reuben Dodge were challenged by the prisoner, and set aside. The witnesses for the Unit-



ed States were Earl P. Gardner, William Hendricks, Hugh McElroy, Allan Bills, H. Owen, John Norman. — Purdy, Sergt. John Clark and David Campbell. The jury having heard the evidence, retired in charge of Reuben Hamilton. On Friday, July 31, 1829, the jury returned the following verdict: "We find the prisoner at the bar, William Collins, *not guilty* of murder in the manner and form as charged in the indictment, but we do find him *guilty of manslaughter.*" Collins was sentenced to eighteen months imprisonment in St. Clair County Jail, and to pay the costs of the prosecution.

#### JUDGES OF THE CIRCUIT

Among the Territorial Judges who presided over the courts of this circuit were Woodward, Sibley, Woodbridge, Chipman, Wilkins. In later days, Judges Morell, Green, Dewey, Mitchell and Harris presided, the election of whom is referred to in the political history.

Sanford M. Green, formerly Judge of the St. Clair County Circuit Court, was born at Grafton, Rensselaer Co., N. Y., May 30, 1807. In 1837, he came to Michigan, and located lands where is now the village of Owosso. On the resignation of Judge Ransom in 1848, and the transfer of Judge Whipple, Mr. Green was appointed Circuit Judge of the Fourth Circuit. He resigned this position in 1867. In June, 1872, he was appointed Judge of the Eighteenth Circuit, to fill vacancy. In 1860, he published a hand book on the practice of the Circuit Courts, and took an active part in the revision of the statutes of Michigan. He also published a work on the highway laws of Michigan.

Edward W. Harris, born May 4, 1831, at Bradford, Orange Co., Vt. In 1837, he came to Michigan with his parents, who settled at Rochester, Oakland County. In due time, he attended the academy for several years. In 1854, he graduated at the State and National Law School at Poughkeepsie, N. Y., and in December of that year located at Port Huron. In 1855, he formed a partnership with O. D. Conger. In 1862, he was appointed Judge of Probate of St. Clair County, in place of Maj. Scarlett, resigned. In 1866, he was elected prosecuting attorney. In 1868, he was elected Judge of Probate, serving until 1872. In 1873, he was appointed Judge of the Sixteenth Circuit, in place of Judge Mitchell, resigned, and in 1875 was elected to the same place without opposition.

A meeting of the bar of St. Clair County was held December 31, 1881, to take action in the matter of the retirement of Circuit Judge E. W. Harris, and the welcome to the incoming Judge, H. W. Stevens. Judge Mitchell presided. The lawyers O'Brien J. Atkinson, B. C. Farrand and George P. Voorheis were appointed a Committee on Resolutions. Messrs. Atkinson, Chadwick, A. R. Avery, F. Whipple and Judge Mitchell delivered addresses.

#### REMINISCENCES OF THE BAR.

From the days of Counselors O'Keefe, O'Flynn and Wetherell to the present, the members of the legal circle of St. Clair have enjoyed a very fair fame, not only for ability, but also for the amount of merriment—concentrated fun—which has been at their disposal and liable to break forth at any moment and under any circumstance. The earnest drollery of the O'Keefe was balanced—held in check as it were—by the light-souled Wetherell and other young circuit lawyers of that day. Many of the doings of those pioneer lawyers have been referred to in the history of pioneer times: have even found mention in church history. Here it will be only necessary to review some of the sayings and doings of a few of those lawyers who were at the head of the St. Clair bar, while yet the legal circle of the county was unencumbered by the number of members from within, or the number of clients from without. This in itself is a matter of such interest that the work of writing or compiling such a sketch was undertaken and accomplished by a well-known lawyer of Detroit, who, in earlier years, was a member of the St. Clair County Bar, and from his paper the following is extracted: "The resignation of Judge Mitchell of Port Huron and his return to his practice recalls many incidents in the history of the Bar of St. Clair County. We first became acquainted with that bar in 1857. At that time it was at its zenith, and Judge Mitchell was at its head. Others were more brilliant and far more happy in their manner, but none had his power and hidden resources.

"He was then, as he has continued to be since, a man of peculiar habits. Those who knew

him little supposed him to lack industry and research. But they were mistaken. If he loitered while others worked, he worked while others slept; and few men brought to the trial of a case more actual work. As a speaker he lacked eloquence, but pressed his points forward in such an awkward way that it was very hard to turn them. He was in body as in mind. We recollect his coming into the gymnasium when a certain prominent hotel keeper, who prided himself on his knowledge of boxing, had the gloves on and was trying to get some one to act as victim to his scientific pummeling. 'Come and put on the gloves, Mitchell,' said he. The invitation was accepted, and the consequence was that an awkward blow from some direction unknown to the ring knocked Mr. Hotel Keeper down. He got up, and like Lincoln in his wrestling match when thrown, manfully declined to continue the struggle with any such awkward devil as that.' Just so in his cases. The blow came from strange quarters and at strange times, but it fell with a giant's power, and usually crushed his antagonist. And yet it must not be understood that Judge Mitchell is either awkward in mind or body. Indeed, there are few finer looking gentlemen. And could he get rid of something like sensitive bashfulness, few could appear so well.

His partner at the time we speak of was Harvey McAlpin, who died some years later by his own hand. Poor Harvey! The years that have passed since his untimely death have only added to the deep regrets it caused. He was a finished scholar, and an elegant and eloquent speaker, a brilliant conversationalist, a rare wit and an honest man. He had been but three years at the bar when he came to Port Huron in 1856 and stepped into the front ranks, where he more than held his own. He was attacked pretty sharply at first, but severely let alone after the first encounter. It was understood to be dangerous business to play with him. True P. Tucker was still in practice, though dissipation had deprived him of the great abilities he once possessed. His greatness rested in tradition, and only gave flickering evidences of its existence. Gen. Cass once pronounced him the most promising young man in Michigan, and we doubt not the estimate was just. But whisky intervened and did its work. He was a wreck. He had an eye that looked a man down and a tongue that cut like Damascus steel. We recollect his argument in a case where he had sued his old friend, Jedediah Spalding, now also with the dead, for services in taking testimony before a referee. He charged him \$5 per day. Three young lawyers were sworn as to the value of his services. Mr. H— put them at \$3 per pay, and Mr. V— at \$2.50. 'Your Honor,' said he, to 'Squire Minnie,' 'Mr. H— swears *his* services are worth three dollars. Does that prove that *a man* is not worth five dollars?' Mr. V— says he would serve his client for \$2.50 per day. So he might and his client would be a 'cheated man at that.'

'John S. Crellen, though advanced in life, was just beginning practice. He was a brilliant orator, and an excellent lawyer. As an extempore speaker he had no equal then in that county and he has had none since. He could speak with force and interest upon any subject, and with little preparation. He too has crossed the river of mystery and solved the problem of the future.

'But the oddest chicken in the coop, if we may so speak, was the present member of Congress, the Hon. O. D. Conger. There was an idea current that in his youth he was a student, but it was so far back that the oldest inhabitant could not swear to it. He could give you more curious information than any one else, but where he got it was the mystery. He could tell the names and habits of all the birds in Michigan—could even tell you how to stuff their skins and preserve their beauty; was acquainted with the different kinds of timber and knew where they could be found, and a thousand other things which no one else ever learned. At the bar he trusted entirely to Providence. He never examined his cases—he would say the law ought to be so and so—but didn't pretend to tell how the courts had held it to be. His sound common sense, and a thorough knowledge and appreciation of the great foundation principles of the law usually kept him on the right track. Judge Mitchell cultivated the court; Judge Conger generally despised it, and looked hopefully to the twelve peers of the realm who were to decide the facts. The result was that judges usually treated him illy, and jurymen gave their verdict in his favor. As a jury lawyer—especially in his own county—he had elements of strength possessed by no other man in the State. He reads upon the faces of a jury the thoughts which are passing in their minds, and has a happy way of presenting his argument in a man-

ner that will meet the positiveness of even Deacon Barstoll of Dutton, who was imprisoned for obstructing Mill Creek. He was defended by C. F. Wallen, Daniel Goodrich and William T. Mitchell, all fine judges. Conger was determined to carry him. On a previous trial he had idly under his argument. He couldn't move him. The court adjourned for dinner. He inquired who and what he was, and learned that he used to run the saw company down to Madison that after being absent for some weeks, as the drive approached a certain turn in the stream, the craftsmen used to see their wives and children, waving upon a distant eminence to catch the first glimpse of them, and then, hurrying over the rapids, soon find themselves at home. After dinner, Conger described him, and described the vexatious impediment with which the father and husband hurried on over the shoals and rocks, and the joy with which he was greeted. A tear stood in the corner of the eye of the obstinate man, which the advocate alone understood. Then, in fierce measure he described such a man as Deacon Barstoll obstructing the stream, delaying the drive for days and weeks, standing, as it were, between the outstretched arms of the husband and his wife and preventing their embrace. There was a verdict of guilty that evening, which we believe the court set aside as being against the law and the evidence. He is great in repartee. Judge Mitchell was examining a witness one day and Conger wanted some questions repeated, which he said he didn't hear. 'I can't furnish you ears,' said Mitchell. 'Oh, is that so,' said Conger. 'I should think you could without injuring your family.' They were trying a replevin suit, brought by one Merchant against one Anger, for a calf. The testimony of five witnesses on each side showed that each family had a pet calf, marked exactly the same, and about the same age. One was Ruby and the other Rosa, and each was taught to shake its head when the children called it by name. It was proved that this calf shook its head when the young Merchants called it Ruby. This was in Judge Mitchell's favor, and he dwelt upon it as settling the controversy. Conger replied, 'It is true the calf answered to Ruby. The difference between the names Ruby and Rosa would be detected at once by his Honor (Judge Green), or by my friend Judge Mitchell, but it would be otherwise with a calf educated in the country.' Even Judge Green let himself smile."

A score of other names could be introduced, each bringing forward a pleasing memory. Lorenzo M. Mason, who came in 1837; Bethuel C. Farrand, a pioneer of the State since 1825, and one of the oldest, if not actually the senior member, of the St. Clair Bar; E. W. Harris, a lawyer of the circuit since 1837; William Grace, O'Brien J. Atkinson, and others whose names are mentioned in the roll of attorneys, had each an important place in the old law circle. It is scarcely time to pass in review the younger members of the bar. It cannot be doubted for a moment, that among them there is to be found intellectual excellence coupled with industry, both of which must win from the future their rewards. It is certain that the history of the profession within the country, could it be written, would exhibit many examples worthy of imitation, and also many which should be studied closely, only to be avoided.





## THE PRESS.

The *Western Sun* was the first newspaper published in the Indiana Territory, now comprising the four great States of Indiana, Illinois, Michigan and Wisconsin, and the second in all that country once known as the "Northwestern Territory." It was commenced at Vincennes in 1803, by Elihu Stout, of Kentucky, and first called the *Indiana Gazette*, and July 4, 1804, was changed to the *Western Sun*. Mr. Stout continued the paper until 1845, amid many discouragements, when he was appointed Postmaster at the place.

William Mitchell, proprietor of the Detroit Mills, recently discovered among some old papers, a copy of the first issue of the first newspaper ever printed in Detroit. It is Volume I, No. 1 of the *Michigan Essay, or The Impartial Observer*, edited, as is well known, by the famous Father Richard, parish priest of St. Anne's Church, and Delegate in Congress from this Territory. It bears date August 31, 1809. It was announced to be published every Thursday, at \$5 per annum. In size it was about half as large as a small four-page evening paper of the present day, contained four pages, each comprising four columns, and was printed in very large type. The news in it was mostly taken from Eastern papers of forty days earlier date, and brought up European affairs to June 11, or a date eighty days previous. It was just at that time that Napoleon was crushing Austria and the Tyrol after the occupation of Vienna. In the home news department is an account of the first manufacture of salt in West Virginia. The fourth page is filled with selections from the essayists, so much affected at that period. The only advertisements are those of the publisher, James M. Miller, who seems also to have been a book seller, and one of the opening of the primary school of St. Anne's Church. Among the books advertised is "The Child's Spelling Book, or Michigan Instructor," price 25 cents. The editor of the *Essay* seems to have enjoyed a good sense of humor, as the following paragraph under the heading "Humorous" indicates:

"Count Tracey complaining to Foote that a man had ruined his character, 'So much the better,' replied the wit, 'for it was a d——d bad one, and the sooner it was destroyed the more to your advantage.'"

*La Journal du Chretien* was published in 1811, and, in 1812, a large book, called "Epistles and Gospels for Sundays and Holidays." A printer named Coxsham succeeded Miller in business. In the summer of 1817, the first regular newspaper published in Michigan was started at Detroit. It was the successor of Rev. Gabriel Richard's magazine. It was called the *Detroit Gazette*, and was published by Messrs. Sheldon & Reed, two enterprising young men, the former of whom published an interesting sketch of the early history of Michigan. The *Gazette* existed until 1833, when the office was destroyed by fire.

The third was the *Michigan Herald*, Henry Chipman, editor. The *Herald* was established in 1825, and discontinued in 1829.

A paper was commenced in Monroe in 1825, by Edward D. Ellis, and called the *Michigan Sentinel*. It was a small paper, and was mostly filled with acts of the old Territorial Council and laws of Congress. This was probably the fourth paper in Michigan.

The fifth was the *Northwestern Journal*. This paper was published in Detroit by George L. Whitney. The first number made its appearance on Friday morning, November 20, 1829.

The sixth was the *Western Emigrant*, published at Ann Arbor by Thomas Simpson. I think the first number was issued in December, 1829.

The seventh was the *Monroe Inquirer*, published at Monroe by John L. Green. The prospectus published in the *Journal* of November 20, 1829, says the *Inquirer* will be neatly printed on a super royal sheet, the first number to issue in June next. The enterprise collapsed.

The ninth was the *Oakland Chronicle*, published at Pontiac, June 1, 1830, by Thomas Simpson, formerly of the *Western Emigrant*. In April, 1831, the *Chronicle* was sold to parties

in Detroit. The paper was then discontinued. I do not know which of these two last mentioned papers claim priority with regard to date of issue.

On the 14th of February, 1830, a temperance society was organized to be the organ of the Detroit Association for the Suppression of Intemperance. A resolution was adopted to have the proceedings published in the four newspapers of this Territory.

Those four papers must have been the *Detroit Gazette* and the *Northwestern Journal*, of Detroit, and the *Western Emigrant*, of Ann Arbor; the *Michigan Inquirer* to be published in the next June, may have been intended for the fourth. The *Michigan Essay* and the *Michigan Monitor* had then passed out of existence.

The ninth was the *Detroit Courier*. The first number of this paper was issued December 23, 1830.

The tenth was the *Press of the Free Press and Michigan Telegraph*. The first number was issued May 5, 1831.

The next paper in Monroe was started in 1834 by E. G. Morton, known as *the Monitor*, and called the *Monroe Journal and Michigan Inquirer*. The office was sold the same year to start what was called at the time the first paper in Pontiac, and, as a printer, Mr. Morton went to that place with E. J. Van Buren to assist him in arranging the office and commencing the paper. This article in the *Monitor* also says: "In the autumn of that year, we believe the *Advertiser* of Pontiac was commenced by Mr. Briggs, but we very much doubt whether in the spring of 1834, there was a paper in the Territory except in Detroit, St. Clair and Monroe."

The *Michigan Herald*, No. 1 of Volume I, was issued May 10, 1825. The last number in this file is dated August 29, 1827, and is Volume III. In this paper, under date of May 17, 1825, E. D. Ellis announces that he is about to commence the publication, at Monroe, of a paper to be called the *Michigan Sentinel*, and subsequently the receipt of the first copy of that paper is acknowledged. In the *Herald* of November 22, 1825, is the following advertisement, signed by E. D. Ellis: "The undersigned, editor and proprietor of this paper, respectfully suggests to merchants and others the propriety of extending to said establishment advertising and other patronage. As the *Sentinel* has a considerable circulation in Monroe and Wayne Counties, advertising patrons would have the advantage of its extension in both of these counties, and likewise into the counties of Lenawee and Oakland. It is hoped that the independent principles upon which this press has been established, and upon which alone it will ever depend for support, will insure to this establishment a moderate share of business."

There are about 275 newspapers and periodical publications in Michigan now, of all classes. Of these, 224 are published weekly, 17 daily and weekly, 2 daily, 7 semi-weekly, 1 tri-weekly, 4 semi-monthly, 19 monthly, 1 quarterly and 1 yearly; 112 are Republican, 46 Democratic, 73 independent and neutral, 14 religious and 15 miscellaneous. Among the latter are 2 Methodist, 7 Adventist (2 Dutch or Hollandisch), 1 Episcopal, 2 Catholic and 1 Baptist, 6 mining, 5 educational, 1 Masonic, 1 Odd Fellow, 1 Grange, 3 medical and 1 agricultural. Seven are printed in the German language, 6 in the Dutch, 1 in the Swedish and 1 in the Danish.

#### THE ST. CLAIR COUNTY PRESS

The first newspaper published in the county was that by Messrs. Fay & Perry in 1834. It was printed on a press sent from Georgetown, S. C., by Mr. Fay, to Palmer Village, in 1833. After the organization of this press, the proprietors returned to South Carolina, and did not return within a few years, or about the time Michigan was admitted into the Union of States.

The *Whig* was issued December 1, 1834, at Palmer Village, now St. Clair, with T. M. Perry editor and publisher. This little political sheet continued in existence until 1836 or 1837, when the name was changed to the *St. Clair Republican*, with Mr. Perry as editor. The first *St. Clair Republican* was issued with comparative regularity for a few years, when all record of its being ceases.

#### THE ST. CLAIR COUNTY PRESS

This newspaper was inaugurated in 1837, with E. B. Harrington editor. When the enterprise was originated, the following propositions were agreed:

PROPOSALS FOR PUBLISHING AT HURON CITY, ST. CLAIR COUNTY, MICHIGAN, THE

"LAKE HURON OBSERVER."

*A Weekly Paper—Imperial Size, at \$2 Per Annum, Payable in Advance, \$2.50 at the End of Six Months or \$3 at the End of the Year*

It is, perhaps, unnecessary here to enter into detail of the causes or circumstances which have led to the establishment of a new paper in this county, or to discuss the merits or demerits of the paper already established. Suffice it to say, the growing importance of the county, and the interests of its inhabitants, seem to require a public journal through whose columns a fair expression of the opinion of the people in different sections of the county can be had, upon all political and other questions of general importance; such is intended to be the character of the *Observer*. Although decidedly a DEMOCRATIC Journal, its columns will always be open for the discussion of important political questions, whether of general or local interest, when such discussions are couched in candid and decorous language.

Our Canadian friends at Port Sarnia and its vicinity will find the *Observer* a ready vehicle for the conveyance of information respecting their village, harbor, railroad and other topics of general importance.

It is hoped the *OBSERVER* will be conducted in such a manner as to be sustained by the inhabitants of the county, and to merit the confidence and support of the public generally.

*Huron City, January 24, 1837.*

Attached to this proposition was a space for subscribers' names. Copies of the prospectus were placed in the hands of many influential men, both in this county, at Detroit, and throughout York State, who became honorary canvassers for the journal. The names of the original subscribers are thus given:

E. B. Harrington, Cummings Sanborn, Amos Baker, A. & J. B. Comstock, G. F. Boynton, D. W. Powers, H. Harding, N. D. Horton, C. Thompson, E. C. Bancroft, E. Burch, E. P. Johnness, D. B. Harrington, F. C. White (Whitestone), A. S. Pratt, T. Crocker, John S. Heath, John Thorn, E. R. Moffatt (La Forge Village, N. Y.), J. F. Batcheller, John H. Westbrook, J. Halstead, Clift Comstock, Willard Orvis, Lucius Beach, Ashley L. Whitecomb, Hiram Marin, A. W. Campbell, H. Hamilton, Shepard & Bottsford, Joseph L. Kelsey, Z. W. Bunce, Jesse H. King, Lorenzo M. Mason, J. W. Campfield, Edward Petit, D. Babcock, H. Chamberlain, John Doran, Jared Miller, D. J. Rockwell, John Westbrook, James Beard, Joel Tucker, John Swarthout, David Senter, Justin Rice, John Jackson, Michael Jackson, Benjamin Newhall, Chester Kimball, Jr., Henry Gill, Fr. Harsen, James Harsen, John Hughes, D. Churchill, John Smith, R. B. Dimond, Eben Westbrook, A. H. Westbrook, Jacob Peir, Oliver Westbrook, Jerould Miller, Jos. P. Mini, P. F. Brakeman, Lucius Beach, White & Harrington; with a number of subscribers outside the county.

The stockholders, or owners of the *Observer*, whose names appear in an assignment of their interests in the paper, to Dan B. Harrington, Joshua S. Heath, and John Thorn, members of a committee appointed to arrange the affairs of the company, gave this committee power to dispose of the office. This resolution was passed July 14, 1837, and bears the signatures of G. T. Boynton, Edward Petit, A. & J. B. Comstock, Willard Orvis, Elijah Burch, J. S. Orvis, J. W. Campfield, William Robertson, Jr., B. A. Luce, Ira Porter, Hiram Whitecomb, Z. V. Thornton, and E. C. Bancroft. The *Lake Huron Observer* was, after a few years, merged into the *Representative*, again assumed its old name, which it held until, under the able management of W. L. Bancroft, it changed to the *Port Huron Observer*.

On August 4, 1849, the following notice appeared in the *Observer*:

The undersigned has disposed of the press, type and materials of the *Observer* office, to Mr. J. H. Hawes, and his connection therewith terminates from and after this date.

Subscribers who have paid in advance will be furnished with the paper, at the usual rate, for the term for which payment has been made; all legal and yearly advertisements, will be continued in publication for the time and on the terms agreed upon with the undersigned, who alone is authorized to settle and receipt for the same, and to whom only payment will be made.

W. L. BANCROFT.

Subsequently changes occurred in the proprietary and editorship.

As a specimen of Mr. Bancroft's editorial work, let his article in reply to a letter of the *Ann Arbor American*, asking for an exchange of journals be quoted: "We shall be most happy to exchange, Mr. American; but we also most cordially detest the cause you have espoused. It is not only anti-American in its very inception, but, we believe, if once established here and elsewhere, as the policy of the civilized world, it would do more than any other



one thing could do, to obstruct the onward march of progress and reform which, sooner or later, are destined to unite the human family, for the renovation of universal, social and political amelioration." This is only one of the introductory paragraphs to a stirring editorial. It is one such as an American, bearing the same name as our American historian, should write, and such an one as the petit writers of the present would do well to copy from. George Bancroft, speaking of Marquette, the foreigner, said, "the West will build his monument;" here at home W. L. Bancroft favors the peopling of the West by foreigners, and looks on migration as indispensable to human happiness.

E. B. Harrington, editor and proprietor of the *Port Huron Observer*, was born in Ontario County, N. Y. He was a brother of D. B. Harrington, and son of Jeremiah and Mercy (Elder) Harrington, the former born October 29, 1774. In 1811, the family moved to Sandusky, Ohio, and thence to Fremont where a settlement was effected. E. B. Harrington was not only a pioneer of Michigan Territory, but also one of that civilized class who had the courage and enterprise to inaugurate a weekly journal in the backwoods of this State in 1837. To him must credit be given for bringing the *Lake Huron Observer* to light. Mr. H. traveled extensively through the Union; but his journalistic life began and ended at Port Huron.

William Lyman Bancroft, born at Martinsburg, Lewis Co., N. Y., August 12, 1825, moved to Michigan with his parents in 1832, and settled at Port Huron in 1841. He studied under D. B. Crane at Detroit, and completed his education at Amhurst Academy, Massachusetts. In 1842, he entered the office of the *Milwaukee Courier*, where he remained two years. In 1844, he came to Port Huron, purchased the *Observer* office here, and became editor of that journal. In 1848, he disposed of his interest in the journal, and went to Oswego, N. Y., where he studied law under W. F. Allen, afterward State Judge of Appeals. Returning in 1851, he entered on the practice of law, and from time to time held the editorial chair of the *Commercial*. In his biography given in other pages, the services rendered by Mr. Bancroft to the press society, and commerce of St. Clair County, are noticed.

#### THE PORT HURON COMMERCIAL

The *Port Huron Commercial* was first published June 7, 1851, with George F. Lewis, editor. A reference to the chronological or miscellaneous chapter, will show the varied changes in the editorial department of this journal. The *Commercial* had W. L. Bancroft for its editor, and was, as it is now, the leading Democratic journal of this portion of the State. December 29, 1855, the name of H. S. Potter & Co. appears upon the paper. In its earlier years the day of issue was Saturday, changed to Wednesday, and subsequently in 1873, to Sunday morning.

George F. Lewis, known as the *Genial Saginawian*, Fred Lewis, etc., etc., was born in Harvard, Worcester Co., Mass., June 7, 1828, came with parents to Mount Clemens in 1835, set first type in office of *Macomb Statesman*, then edited by John N. Ingersoll, subsequently held positions in the office of *Mount Clemens Patriot*, in 1838; the *Detroit Daily Commercial Bulletin* in 1848; the *Macomb County Herald* in 1849; the *Port Huron Commercial* in 1851; the *Peninsular Advocate* in 1855. In March, 1868, he inaugurated the *Daily Courier* of Saginaw; projected the *Saginawian* in 1869; the *Mount Pleasant Journal* in 1880, and the *Daily Morning Call* at Bay City in 1881.

James Talbot was born at West Flamborough, Can., December 16, 1816. His parents came from Ireland several years prior to that date, making a settlement on the Kentucky side of the Ohio River. In the first American home of the Talbots, a few of James Talbot's brothers were born. About the year 1812, the family moved to London, Can., where a kinsman, Col. Talbot, resided as Land Commissioner for the British Government.

In 1835, James Talbot, accompanied by William Wheaton, arrived at Port Huron; and moved thence up Black River where Elder Beard was engaged in hewing down the pine forest. There also he became acquainted with the Brockways. After some time, he returned to his home on the Thames. There he married Miss Maria House, a descendant of the first Dutch settler of that name in New York State. This marriage took place in 1847. In 1851, Mr. Talbot came to Port Huron to reside permanently. Here all their children were born, with two exceptions;

one of them dying in infancy was buried in a Canadian cemetery. Two others died at Port Huron, while five children are living.

Mr. Talbot climbed slowly up the ladder of public esteem; he possessed many endearing qualities which won for him a large circle of friends and the confidence of the people. During the war for the Union, he was Supervisor for the First Ward of this city, and upon him devolved the duty of furnishing aid to the families of the soldiers furnished from that district of the city. How he administered this department is even to-day referred to with pleasure.

In 1868, he became the principal owner of the *Sunday Commercial*, which journal he conducted with marked ability. During the construction of the Great Western Railroad, he was engaged in assisting the surveyors and in other work of a similar character. Under the old city charter he was elected Street Commissioner three times successively. He had the contract for grading Pine Grove avenue and some other streets on the old Military Reserve, and lastly the paving of Military street.

His last days were devoted to a review of the condition of the land of his fathers. The interest which he evinced in the cause of Ireland, as expounded by Parnell and his associates, was such as would become the largest souled political economist in the Union. His advocacy of Ireland's cause brought to the minds of many the fact of the oppression of which they knew little, or from which they just escaped.

An accident, which must be considered the direct cause of Mr. Talbot's death, occurred May 14, 1881. It appears that he and Mrs. Talbot visited some friends at Sombra, Can., on that day. During the return journey a severe hail storm set in, which urged the travelers to seek shelter in the house of Mrs. Brown, three miles east of the St. Clair River. Here, after entering, Mr. Talbot passed the rope halter or strap through the window, so that he could hold the horse without exposing himself to the terrific storm. The down-pour of hail and the lightning flashes made the horse fractious, and during the lunging of the animal, the finger of his master became entangled in the rope. This finger was jerked off above the middle joint, and with it a sinew, thirteen inches long, was extracted. On Saturday following, May 21, 1881, the sufferer received an apoplectic stroke, which resulted in his death early on Sunday, May 22. The funeral of this estimable old resident took place May 24, 1881. The pall-bearers were Dr. S. D. Pace, Dr. Kibbee, S. D. Clark, William Dwyer, Lewis Atkins and S. H. Robinson.

John Atkinson, formerly of the St. Clair County bar, now a leading lawyer of Detroit, was born at Warwick, C. W., May 24, 1841. His parents, James and Elizabeth (Shimmers) Atkinson were natives of Ireland, who came to the Canadas some years previous to 1841, and made a settlement at Warwick. The family moved to Port Huron at an early day in the history of the city, and there Mr. Atkinson received that practical education which fitted him in later years to take a leading place in war and law. His studies at the Michigan University resulted in a most successful graduation from the Law Department of that institution in March, 1862. Returning to Port Huron, he entered a law partnership with Judge William T. Mitchell. In July, 1862, he was commissioned Second Lieutenant Twenty-second Infantry, and by his military tact won all those positions credited to him in the Military Chapter of this book, serving with distinction until February, 1866. In May, 1866, he re-entered on the practice of law with John S. Crellin and O'Brien J. Atkinson. He was Collector of Customs at Port Huron in 1866-67. In the fall of 1870, he removed to Detroit, which city he has since made his home. In 1870, he was nominated for Attorney General on the Democratic ticket; and in 1872 for State Senator on the same ticket. The party met with defeat and with the party Mr. Atkinson was beaten politically. He was owner of the Port Huron *Commercial* for some time, during which his editorials claimed a high order of merit. He married Miss Lida Lyons, of San Antonio, Tex., February 1, 1866; the family belong to the Catholic Church. Mr. Atkinson is politically a Republican, and must be considered one of the most important accessions to the ranks of that party during the last two decades. As a lawyer of the State his talents and energy are well known, and win for him a daily increasing public confidence.

William F. Atkinson was born in Canada January 8, 1846. His parents, James and Elizabeth (Shimmers) Atkinson, natives of Ireland, settled in Canada about 1841, and moved

with their family to Port Huron in May, 1854. In January, 1860, William F. entered the office of the Port Huron *Commercial*. August 13, 1862, he enlisted in Company C, Twenty-second Michigan Infantry. Within the subsequent year, he rose to the rank of First Sergeant. September 20, 1863, he was wounded and made prisoner at Chickamauga. From that time until his escape from prison, January 19, 1864, he was subjected to all the trials incidental to life in the prisons of Richmond and Danville. Following his escape came the troublous journey of 300 miles through the fastnesses of West Virginia, which ended February 10, when he reached the lines of the Union army. In March, he rejoined his regiment at Chattanooga. June 7, was commissioned Second Lieutenant and appointed Signal Officer on the staff of Gen. Sherman. November 7, following, he resigned, to accept the Captaincy of Company K, Third Michigan Infantry, and served with the command until its muster out, May 25, 1866. On his return to Port Huron in June, 1866, he received an appointment in the Customs Department. In January, 1867, he traveled South and worked as a printer at Nashville, St. Louis and Indianapolis during that year. In the fall of 1867, he returned to Port Huron, accepted an editorial position on the *Commercial*, which he held until the close of 1869. Subsequently, he was engaged in the insurance business with Cyrus Miles; was admitted to the bar June 1, 1870, and practiced at Port Huron until May 1, 1873, when he moved to Alpena. He returned to Port Huron a year later, was City Attorney in 1875-76, continuing to practice there until November 23, 1880, when he moved to Detroit to become a member of the law firm of Atkinson & Atkinson. William Atkinson was married to Miss Kate M. Donnelly February 28, 1870, daughter of William Donnelly, of Plympton.

John F. Talbot, son of James and Maria (House) Talbot, was born at Otterville, C. W., January 19, 1850. He came with his parents to Port Huron, Mich., in 1851. In the schools of this city he received his education, studying until 1869, when he entered the *Commercial* office, just then purchased from Col. John Atkinson by his father. Mr. Talbot has been closely connected with this journal from 1869 to the present, with, perhaps, the exception of one year, which he devoted to the editorship of the Detroit *Daily Union*.

James H. Talbot, brother of John F. Talbot, is a native of Port Huron. He attended the city schools until 1869, when he entered the *Commercial* office. His interests have been closely identified with this paper from 1869 to the present day.

Harry L. Talbot, born at Port Huron in 1855, studied in the schools of this city until 1869, when he began work in the office of his father. He married Miss Blanche Dale, of Port Huron, July 3, 1878. He resides in the city and is a member of the *Commercial* staff.

Henry S. Potter, now of Detroit, was editor and publisher of the *Commercial* and Postmaster of the village of Port Huron in early days. Mr. Potter is a native of Connecticut.

George Goodale, now city editor of the Detroit *Free Press*, was connected with the *Commercial* for a few years.

Nathan C. Kondall was editor of the paper from 1866 to 1868. He served throughout the war in one of the Michigan infantry regiments. T. J. Hudson and S. P. Purdy were publishers of the *Commercial* for a little over a year. W. F. Atkinson, Col. John Atkinson, Peter F. O'Sullivan and Baron Jasmund, an early settler on the St. Clair, were connected with the paper. Col. Atkinson's sketch is given in this chapter.

Eugene James Schoolcraft, son of James and Sarah (Ruddick) Schoolcraft, was born at Port Huron, April, 1855. His father was a native of Michigan, born at the *Sault de St. Marie*, and mother a daughter of William Ruddick, of Ireland. Mr. Schoolcraft was educated in the schools of Port Huron, under Miss Blennerhassett and Miss Nancy Sanborn. In 1870, he entered the *Commercial* office. The years 1873 to 1876, were passed in the *Times* office. In May, 1878, he purchased a fourth interest in the *Commercial*, with which journal he is now connected both in the business and journalistic departments. Mr. Schoolcraft was married, August 1, 1876, to Miss Emma Harber, daughter of Christian and Berta Harber, natives of Germany. They are the parents of one child, Lulu B., born May 31, 1880. Mr. Schoolcraft was not of age to serve in the war for the Union. He is not a member of any of the secret societies. Politically, he is a Democrat.

John Murray, son of Denis and Margaret (Rutledge) Murray, natives of Ulster and Con-



naught respectively, was born at St. Mary's, Perth County, C. W., May 26, 1849. The family moved to Tillsonburg, Oxford County, in 1852, where Mr. Murray attended the common schools until 1864. He was Principal of the Mt. Elgin Schools from 1872 to 1875, and of the Tillsonburg Schools from 1875 to 1881. In the latter year, he visited Michigan, and located at Port Huron in 1882, where he holds a position on the *Commercial* staff. He was married to Miss Nellie Worden July 23, 1881, daughter Mr. Worden and Melissa Worden, the former a native of Iowa and the latter of Michigan.

#### PORT HURON TIMES.

The Port Huron *Press* was established by J. Searritt in September, 1858. This journal continued regular publication until merged into the Port Huron *Times* in 1870.

The Port Huron *Times*. The first number of this newspaper was issued June 25, 1869, with James H. Stone, managing editor, and the Port Huron *Times* Company owners. The company was organized early in 1869, and recorded articles of incorporation July 19, 1870. The capital stock was \$6,000, or 240 shares of \$25 each, which sum was actually paid in at date of organization. The shareholders were: James W. Sanborn and John P. Sanborn, twenty-two shares each; H. Howard, twenty shares; John Johnson, sixteen shares; W. B. Hibbard, fourteen shares; Frederick L. Wells, Edgar White and James H. White, twelve shares each; John S. Bottsford, ten shares; James H. Stone, eight shares; Alexander Crawford, G. Inslee, O. L. Jenks, William Hartsuff, J. M. Hubbard, H. A. Batchelor, James Beard, A. H. Fish, D. B. Harrington, four shares each; D. N. Rummells, W. Wastell, G. E. Brockway, three shares each; J. W. Thomson, M. Walker, J. Byron Hull, G. K. Nairn, C. F. Harrington, H. Hunt, J. P. Haynes and W. E. Preache, two shares each; Aaron Smith, H. Williams, E. M. Cady, W. R. Mulford, H. Traver, E. G. Spaulding, J. W. Thomson, Jr., G. E. Twiss, H. McMoran, W. W. Campfield, J. J. Hoyt, W. B. Morse, S. D. Pace, C. M. Stockwell, G. W. Howe, H. G. Barnum and John McNeil, one share each; and Edward W. Harris, six.

In June, 1869, the first power printing press introduced into the county was placed in this office, and on it the first number of the *Times* was printed.

The Michigan Press Association awarded the *Times* the first premium as being the best made up newspaper in the State, September, 1870. A month later, November 1, 1870, the editor, J. H. Stone, resigned his position to accept the editorship of the Kalamazoo *Daily Telegraph*. L. A. Sherman, of the Detroit *Daily Post*, accepted the position of managing editor *vice* Mr. Stone resigned. Within a few months, a tri weekly edition was issued (March 4, 1871), the weekly form was changed from folio to quarto, and a business boom seemed to strike the office. The *Tri-Weekly Times* was discontinued March 23, 1872, when the *Daily Times* was inaugurated. In December, 1874, J. H. Stone accepted the editorial charge. The progress of the *Times* since 1872 is remarkable. To day it is one of the newsiest, best edited, and profitable daily journals in the State.

Lorin Albert Sherman, son of Albert C. and Mary Ann Scofford, the former a native of Connecticut and the latter of Utica, N. Y., was born March 14, 1844, in Bennington Township, Wyoming Co., N. Y. Mr. Sherman, Sr., died September 10, 1844. The next year, Mrs. Sherman, her son and two sisters moved to Alexander, Genesee County, and thence to Darien Township, Genesee County. In 1851, the family came to Michigan, settling at DeWitt Village, near Lansing. During the stay of the family in these places Mr. Sherman attended the district schools. In 1853, the family moved to Olivet. The year following, Mr. S. entered the Olivet Institute, under Prof. Bartlett, where he studied during six terms. In 1857, he entered Hillsdale College, where he studied for a few terms. The year following, he went to Jackson, where he was engaged in mercantile life until 1861, when he enlisted in the First Michigan Infantry, then organized under Gen. John C. Robinson. He served until July 1862, when he received his discharge for disability. Like other soldiers of the war he suffered from many of the diseases common in the army of that time. From March, 1862, to time of discharge, he served as Hospital Steward at Newport News. He served at Mechanicsville, Gaines' Mill and other military affairs throughout Virginia, as referred to in the military chapter. Toward the close of 1862, he went to Adrian, where he was employed in a book store, then entered the *Adrian Expositor* as book-keeper and clerk, and became editor of that daily journal two years later. In

the spring of 1866, he was appointed night editor of the *Detroit Post* under Gen. Carl Schurz, now editor of the *New York Post*. In the fall of 1866, Mr. Sherman was appointed managing editor of the *Detroit Post*, which position he held until the fall of 1870, when he resumed the dual position of night and State news editor. He remained in the office of the *Post* until 1870, when he accepted the position of Manager of the *Port Huron Weekly Times* in November of that year. In March, 1871, he inaugurated a tri-weekly edition, and the year following established the *Daily Times*, which journal he now manages. In the spring of 1878, James H. Stone resigned his position on the *Times* to accept the managing editorship of the *Post and Tribune*, when Mr. Sherman again assumed the management of the paper.

Mr. Sherman was married, September 6, 1865, to Mrs. Luella C. Ward, daughter of Josiah Ward, a pioneer lawyer of Adrian, Mich., who died in Nevada, in 1864. They were the parents of four children, viz.: Fred. W., born February 3, 1867; Edith E., born March 20, 1873; Albert Ward, born January 20, 1875, died November 3, 1875, and William T., born December 18, 1881.

Mr. Sherman served for eight years as Chairman of the Republican City Committee; four years member and Secretary of the Republican County Committee, and three years member of the Board of Education, during which time he superintended the rebuilding of the high school. Through his efforts the Telephone Exchange was established at Port Huron, January 1, 1880, and also the line from Port Huron to Detroit in September, 1881. He manages the telephone business of the city and district, and is even now extending the lines.

The City Opera House, built by D. B. Harrington, has been under the management of Mr. Sherman since it was first completed. After its destruction by fire and rebuilding, he was again requested to assume the management. He was one of the first advocates of a system of water-works for the city, and also a prime advocate for the construction of the P. H. & N. W. R. R. It may in truth be said that there has not been a more able or persistent supporter of local progress and improvement than Mr. Sherman. His position on the *Times* afforded him a rare opportunity, and how this opportunity has been availed of by him is evidenced in the success which waited upon his labors in this direction.

Among the principal members of the *Times* staff were Gill R. Osmun, now State editor of *Detroit Evening News*; Del. T. Sutton, a favorably known editor of the *Richmond Review*; Hatheway, now of the *Grand Rapids Democrat*; A. B. Fraser, now of Chicago; George P. Brown, of Point St. Ignace, and the present editor, J. Bartle Parker.

Jacob Bartle Parker, son of Ebenezer and Rosetta (Plum) Parker, natives of Suffolk County, England, was born at Dundas, Wentworth County, Canada West, August 15, 1858. He received a common school education at Dundas. In 1869 or 1870, he left school and entered the office of the *Dundas Banner*, in October, 1870, under James Somerville, M. P. of Canada Parliament. There he served until November, 1875, when he entered the composing room of the *Hamilton Spectator* (daily). In February, 1876, moved to Woodstock and engaged on the *Sentinel*, then edited by G. R. and A. Pattullo. In October, 1878, the *Review* and *Sentinel* amalgamated, when Mr. Parker passed some months at his home in Dundas before leaving to take a position on the *Lindsay Post*, then published by Mr. Barr, of New York. In October, 1879, he moved to Albion, Mich., where he entered the office of the *Republican*, under Benjamin Baxter Bissell. In April, 1881, he received an offer from the *Port Huron Times*. Coming to Port Huron the same month, he entered upon his first journalistic labors as city editor of that daily journal, which position he now occupies. Mr. Parker was married, October 20, 1880, to Miss Ida Cowherd, daughter of Thomas and Ellen Cowherd, of Bradford, Brant County, Canada West, old and well known settlers of that district. Mrs. Parker was born December 7, 1858, at Brantford.

Albert H. Finn, formerly editor of the *Fort Gratiot Sun*, now of the *Christian Advocate*, took the position of assistant local editor on the *Daily Times*, in June, 1882.

The *Port Huron Journal* was started in 1871 under the title *Port Huron Journal*, by Messrs. Kilets and Morse. T. Lew Kilets purchased the office March 10, 1874. It assumed the name *Port Huron Journal* June 2, 1875.

Thomas L. Kilets, son of Caspar and Sarah (Degeer) Kilets, the former a native of Pennsylvania, Holland descent, and the latter a native of York State, of French descent, was born at Hamilton, C. W., November 5, 1839. The family moved from Brampton, Ont., to Buffalo, in 1850; in 1851, moved to Madison Mills, Mich.; in 1852, the family removed to Lexington, and in 1854 again returned to Brampton, and Mr. Kilets, then being fifteen years of age, entered into an apprenticeship in the office of the *Toronto Globe*, and served two years. In 1856, the family again returned to Lexington, and Mr. Kilets worked on the *Lexington Signal, Leader & Jeffersonian* until 1868. In 1868, he entered the office of the *Weekly Times*, then edited by James H. Stone, and the following year took a position in the *Commercial* office under Talbot & Son. In March, 1871, he visited Chicago, where he worked in Culver, Page, Hoyne & Co.'s and Rand & McNally's printing offices. In July previous to the Chicago fire, he left for Alpena, where he entered the office of the *Alpena Pioneer*, under A. C. Teft. In the spring of 1872, he came to Port Huron, and took a position on the *Old White Hat*, a Greeley campaign sheet. This paper collapsed in November, 1872, when he entered the *Commercial* office. October 18, 1873, he inaugurated the *Port Huron Journal*, which he and Mr. Morse conducted until March, 1874. This journal Mr. Kilets conducted as an independent paper until 1876, when he espoused Greenbackism, which political faith the paper supported until sold to Milo E. Marsh, now of Lausling. Subsequently he conducted a job office at Port Huron. This he sold to the Burkholders, of Fort Gratiot, June 18, 1880. In November, 1880, he re-assumed control of the office, re-establishing at Port Huron; May 21, 1881, he inaugurated a small advertising sheet called the *Port Huron Headlight*. This was merged into the *Weekly Mail*, February 4, 1882. This journal is now published and edited by him; this is a thirty-two-column quarto, of which four pages are printed at Fort Wayne, Ind.

Mr. Kilets married Miss Carrie I. Saph, daughter of Arnold Saph, an old settler of St. Clair, May 18, 1874. They are the parents of Harry L., born June 11, 1876, and Lewfuges H., born February 12, 1878. Mr. K. is politically a Greenbacker, and religiously a Spiritualist.

#### THE TRIBUNE.

The *Tribune* was issued December 17, 1881, with James H. Shults as editor and proprietor. It is a forty-column quarto, made up specially for the office, without patent insides, good in mechanical and literary style, and gives promise of taking a front rank among the weekly journals of the State.

James Henry Shults, son of James L. and Betsy (Rounds) Shults, natives of Allegany County, N. Y., was born at Howell, Mich., March 18, 1852. The family moved to Gratiot County, where J. H. attended the common schools of St. Louis. He was engaged as school teacher for some time in that district. In 1874, he entered the *St. Louis Herald*, under J. B. Graham, remaining in that office until 1877. That year he entered the *Mt. Pleasant Times* office as local editor, managed that journal for a few months, until leaving for Chicago in the fall of 1877. He remained at Chicago in the employ of Donnelly, Lloyd & Co., and on the staff of a Chicago weekly until December, 1880, when he moved to St. Louis, as publisher and owner of the *Herald*. Remaining there until March 1, 1881, he sold his interest in that journal to Mr. Tucker, and subsequently published the *Minden Post*, which he suspended during the great fires of 1881. This journal resumed publication under Mr. Shults, its founder, June 15, 1882. In November 1881, he came to Port Huron, and issued the *Saturday Tribune*, December 17, 1881. Mr. Shults is editor and manager of both papers, and is fully satisfied with the progress of each.

#### THE ST. CLAIR BANNER.

The *St. Clair Banner* was cast to the breeze in 1842 by John N. Ingersoll, and continued its fiery political course until 1853. The well-known editor, John N. Ingersoll, born at North Castle, Westchester Co., N. Y., May 4, 1817, came to Michigan in 1837. That year he worked in the office of the *Free Press*; subsequently was foreman in the *Advertiser*; became editor of the *Macomb Statesman* in 1839; began the publication of the *St. Clair Banner* in 1842 at St. Clair Village, which he issued until 1846, when he published the *Lake Superior News*—the pioneer journal of that country. In 1849, he was elected Representative for Lake Superior Terri-



tory, and the same year found him Speaker of the Legislature. In 1850, he was on the staff of the *Detroit Bulletin*, and also owner of the *Hesperian Magazine*. In 1852, he was managing editor of the *Detroit Daily Times*. In 1856, he moved to Rochester, N. Y., where he became one of the editors and publishers of the *Daily Tribune*. In 1858, he purchased the *Owosso American*, conducting the paper until 1862, when he moved to Corunna. For over two decades he edited the *Shiawassee American*.

#### THE ST. CLAIR REPUBLICAN

The *St. Clair Observer* succeeded the *Banner* in 1853, with A. M. Tenney, editor and proprietor. In 1855, the *St. Clair Herald* made its appearance, with J. J. Falkenbury editor. This journal was a boisterous political sheet, hated by many, loved by few. In fact, the *St. Clair Village papers*, up to 1855, could boast of an unenviable notoriety in this connection. From a notice, under date September, 1854, we learn the following: "Arthur M. Tenney, Esq., late editor of the *St. Clair Observer*, at the recent term of the Circuit Court for this county, recovered a judgment of \$500 against Falkenbury of the *St. Clair Herald*, for libel, in charging that he, Tenney, had as committeeman embezzled funds contributed by citizens of St. Clair for the purchase of a fire engine.

"In the case of *Reamer vs. Falkenbury*, also for libel, the plaintiff obtained a verdict of \$1,000."

Matters improved in 1856 by the inauguration of the *St. Clair Republican* (as we know it now), which continues to fill a high position among the newspapers of the State. In 1865, this journal fell into possession of Hazzard P. Wands, who was its controlling spirit until the office was purchased by Mr. Moore. The *Republican* is now well managed by Mr. Moore, and ably edited by S. S. Hopkins.

The *Chief* and the *Standard* were projected in 1860-61. The former was a small campaign sheet, edited by J. K. Averill, which ceased to exist after the campaign of that year. The *Standard* was issued irregularly for some time, and then, like many other good things, passed into the past.

Capt. Hazzard P. Wands, editor of the *St. Clair Republican*, died August 15, 1877, at St. Clair. Mr. Wands was attacked with chills and fever about ten days previously, and later by diphtheria, but his condition was not considered dangerous until four days passed, when his physicians became satisfied that the result of his sickness was uncertain, since his system was greatly weakened and impaired by previous sickness and feeble health. Mr. Wands had a very large circle of acquaintances who were deeply pained to learn of his sudden demise. It is about seventeen years since he came to St. Clair from Canada, where his early life was passed, though we cannot learn positively whether he was born in Canada or went there at an early age. He studied law in the office of T. C. Owen and was admitted to the bar in November, 1861. He had but fairly begun practice before he enlisted in the Twenty-second Infantry, organized in the summer of 1862, going out as First Lieutenant of Company E. Upon the death of Capt. Henry Carlton at Nashville, Lieut. Wands succeeded to the Captaincy of the company. He served with credit and was captured by the rebels at the battle of Chickamauga, where so many of his comrades were taken prisoners. He remained in rebel prisons about a year and never fully regained his health, which was greatly impaired by the confinement.

About the close of the war, he purchased the *St. Clair Republican* and had editorial charge, being most of the time sole publisher as well. In 1866, he was elected County Clerk on the Republican ticket and re-elected in 1868-70, serving in all six years, and very capably discharging the duties of the place. He was appointed in 1875, by Gov. Bagley, County Agent for the care of delinquent and neglected children, and he served as Alderman in the Common Council of St. Clair, besides filling various other municipal offices.

He was a well-informed man, and diligent in whatever work he was engaged. His age was forty-one years. He was an active member of the Methodist Church of St. Clair, and, if we mistake not, one of the officers of the society at the time of his death.

Charles R. Green was editor up to September, 1878, when he retired. He was succeeded by C. G. Conger.

Stephen Sibley Hopkins, printer, was born at Romeo June 4, 1847; his father, Cyrus Hopkins, descendant of the signer of the Declaration of Independence (Step Hopkins), was a long-time resident of Romeo; his mother, M. C. Parker, a native of New York, still lives at the village. At the age of fourteen years, Sibley became connected with the paper, *Romeo Argus*, and followed the fortunes of that paper through various names and administrations for about twenty years, a portion of the time being editor and publisher; in the fall of 1881, he removed to the city of St. Clair and became connected with the *Republican*, which position he still holds. He married, October 20, 1868, Gertrude, daughter of William Maynard, of Romeo; her parents were natives of Western New York, who removed to Michigan in 1844, and have been residents of Romeo for the past twenty years; they have had one child born to them, which died in infancy; they are members of the Methodist Episcopal Church and he is Republican in politics.

#### MARINE CITY REPORTER.

The *Marine City Gazette* was established in June, 1874, with Mr. Bissell, now of St. Ignace, Mackinac County, editor. After Mr. Bissell ceased to control the *Gazette*, the name of the paper was changed to that of the *Marine City Reporter*. This journal is now well conducted, newsy, and a particularly earnest exponent of local interests.

William Norton Miller, editor of the *Marine City Reporter*, was born at Mount Clemens July 15, 1859. His parents, Norton L. and Mrs. Frances E. (Lewis) Miller, are old residents of Macomb County. Mr. Miller, Jr., received his education at Mount Clemens under Prof. Wesley Sears. In 1876, he went into the office of his uncle, George F. Lewis, of Saginaw, where he finished his study of printing and newspaper work. In 1876, he returned to Mount Clemens, when he took a position in the *Monitor* office. In 1879, on the transfer of the *Monitor* to Nellis & Son, Mr. Miller entered the *Republican* office, and was virtually conductor of that journal until his removal to Marine City in December, 1881. He was married, March 18, 1879, to Miss Clara M. Spier, daughter of Samuel J. Spier, of Galesburg, Mich. They are the parents of one child—Jennie, now aged three years. Politically, Mr. Miller is a Republican; a trained newspaper man, industrious and popular.

#### THE FORT GRATIOT SUN.

The *Fort Gratiot Enterprise* was founded by Burkholder Brothers. The office was sold to Will Berry, under whom the paper promised to be a success. The office was in the old Phoenix Block, and was burned in the fire of 1881. In December, 1881, the *Sun* was published, with A. H. Finn editor.

Joseph Ephraim Soultz, son of William and Susan (Bell) Soultz, both natives of County Down, Ireland, was born in Royal Oak Township, Oakland Co., Mich., August 15, 1858. He was educated in the schools of Royal Oak, and at Birmingham High School. In 1879, he established a job office at Royal Oak Village, and there published the *Midget* in partnership with Albert H. Finn. This little journal contained good local columns, and received a fair support. In October, 1879, the office was removed to Capac, where he established the *Capac Argus*. This paper was published there until May 19, 1882, when the office was removed to Fort Gratiot, where the *Argus* was merged into the *Sun*, then published by Albert Finn at that village. June 24, 1882, Mr. Soultz purchased the entire interest in the *Sun*, and is now editor and proprietor of that journal. The *Sun* was first issued at Fort Gratiot, December 3, 1881. The office is valued at \$1,300; the type and presses are as good as new, and the support tendered very fair. The weekly issue is 624 copies.

Adolph Cohoe, now of St. Ignace, was musical editor of the *Argus*.

Albert Henry Finn, son of Rev. Silas Finn and Cynthia (Eaton) Finn, natives of Pennsylvania and New York respectively, was born at St. Clair City June 15, 1862. Commenced the newspaper business July, 1879, in company with Joe E. Soultz, establishing the *Royal Oak Midget*, a three column four page paper. Continued it until September, when the office was moved to Capac, St. Clair County, where the *Argus* was established in October, 1879; continued with the *Argus* until September, 1880, when he left to attend Kalamazoo College, but still holding half-interest. The latter part of October, 1881, returned from college to Fort Gratiot,

where he established the *Sun* in December, 1881, acting as editor and manager, until July 1882, when he sold out to J. E. Soultz, and accepted a position on the Port Huron *Times*. In the fall of 1882, he received an appointment on the *Christian Advocate*.

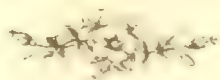
The Brockway Centre *Expositor* was issued May 18, 1882, with Del. T. Sutton proprietor, and J. A. Menzies, editor.

Del. T. Sutton, editor and publisher of the *Richmond Review*, was born October 1, 1858. The greater portion of his life was spent on a farm in what is known as the Kellogg neighborhood, in the township of Ray, in this county. He then removed to Richmond, where his father, William R. Sutton, engaged in the mercantile business. Residing at that place for some years, he then removed to New Haven. He lived at this place for several years, when he moved back to Richmond. In June, 1876, in company with George W. Kenfield, he started the *Richmond Herald*. After an existence of about two weeks, the partnership was dissolved, Mr. Sutton assuming the whole business, which he continued until November of the same year, when he sold out to David L. Cooper, in whose employ he remained for about eight months. He then assumed the position of local and assistant editor of the Port Huron *Daily and Weekly Times*, where he remained for several months. His next enterprise was the establishing of the *Greenback Sentinel*, a campaign journal. In October, 1878, he removed to Homer, Calhoun County, to edit and publish the *Index*. He was married to Miss Lillie B. Thompson, of Richmond, December 25, 1878. In August, 1880, he returned to Richmond and purchased the *Richmond Review*, of which journal he is now editor and publisher.

The *Memphis Tribune* was established in 1882, and the first number issued June 8 of that year. The editor and proprietor is A. H. Patterson, formerly of the *Albion Herald*. The *Tribune* is a twenty-eight column folio, two pages of which are printed at Memphis and two pages at Detroit.

The *Capac Bugle* is the name of a paper established at Capac by Charles A. Bacon in November, 1882. It has eight pages of five columns each, and presents a very creditable appearance. Its motto is, "Capac and St. Clair County first, and the world afterward."

The *Daily Telegraph* was published at Port Huron in the fall of 1882, with Mr. Thomas, editor. It is a small four-page journal.





## RELIGIOUS HISTORY.

Throughout the history of the townships, villages and cities of the county, sketches of the various religious societies are given. Here a notice of organization or re-organization is placed before the reader.

The footsteps of the French Catholic missionary and of the children of his church were the first marks made by white men on the sands of the Atlantic shore, as well as upon the shores of our great lakes and rivers. They built a church at St. Augustine, Fla., over 300 years ago, and a little later raised the cross in the wilderness of the North. The first convent was established at New Orleans, in 1727; the first cargo of wheat sent down the Mississippi was raised at the Jesuit Mission; the first sugar-cane plantation in Louisiana was cultivated by them, and the last survivor of the signers of the Declaration of Independence was a son of their church.

On account of the aversion with which the Puritan element regarded the English Protestant Episcopal Church, that society was not established within the Union until 1784, when Samuel Seabury was chosen Bishop of Connecticut. In 1785, the Independent Protestant Episcopal Church of America was organized. The prayer book was altered to meet the political requirements of the Republic, as set forth in 1790.

The Presbyterian Church was established in the United States toward the close of the seventeenth century by Francis MacKenzie, an Irish Presbyterian. In 1716, a synod was held; in 1740, George Whitefield came, when the Old Side and New Side branches were formed. At the beginning of the nineteenth century the Cumberland Presbyterian organized. In 1838, the Old School and the New School Presbyterians formed societies, and again, after the war, the Southern Presbyterian Church was formed.

The Methodist Church, founded by John Wesley, took root in New York in 1766, when some of his adherents from Ireland organized a class with Phillip Embury and Capt. Webb as leaders. In 1771, Francis Asbury came as Superintendent, and two years later the first Methodist Conference was held, consisting of ten preachers of foreign birth. The actual organization of the Methodist Episcopal Church took place in 1784.

In this county the varied forms of Christianity have made great advances. Churches have multiplied until every village and town show their spires and cupolas, containing bells of harmony, which have long since ceased to peal the hymn of debasing bigotry. The centennial of Yorktown witnessed peace throughout the land, religious dissensions and savage bigotry entombed, and the Republic happy in the possession of citizens, each one of whom essays to serve God after his own notion, without impertinent interference with his neighbor's faith. The people have evidently realized the fact that the evil example offered by members of every religious society does more to check Christianity than all the sophistry of the infidel, the arms of the united Musselmans, or the presence of 100,000 Mongolian mandarins and high priests. Abuses will continue so long as the world exists, but the number may be lessened if each section of the Christian Church will do its duty, by watching its interests closely—by minding its own business.

In the following pages, the organization of each church in the county, as shown in the records, is given. There are no public records to base data regarding the first Catholic congregation formed in this county; but it may be presumed that large numbers of the French Missionary Fathers visited the camping grounds of the Indians along the Huron, erected temporary altars and offered the sacrifice of the mass in presence of the wondering red men. After the French Canadians made settlements here, they were visited regularly by the priests of Detroit, until the establishment of permanent missions. Since the American pioneer period the following religious societies were formed within this county:

The organization of the Protestant Episcopal Church of Port Huron was perfected Febru-

ary 3, 1840, by the election of Nicholas Ayrault and John Wells as Wardens; Bartlett A. Luce, Joseph B. Flanagan, Lorenzo M. Mason, Daniel B. Harrington and Joseph McCreary, Vestrymen.

The Methodist Episcopal Church of Port Huron was organized February 15, 1840, when Rev. Elijah Pilcher, P. E., appointed Joseph Flanagan, William R. Goodwin, J. W. Canfield, G. F. Boynton and Othiel Gould a board of trustees for the first society of the Methodist Episcopal Church.

The Methodist Episcopal Church of St. Clair was organized January 24, 1841, when Rev. Solomon Steele appointed Moore R. Barron, James Ogden, George Clark, Andrew H. Westbrook and Archibald P. Phillips, Trustees.

The Congregational Society of Newport was organized within the Newport Schoolhouse April 5, 1842, with Zael Ward, Selden A. Jones and Davis Donihoo, Trustees. Elisha Jones and Zael Ward presided over the meeting.

The Congregational Society of St. Clair elected Reuben Moore, Elisha Smith, George Palmer, Everett Beardsley, Hamilton P. Cady and Samuel Geluter, Trustees, May 9, 1842.

The Congregational society of Port Huron was organized March 27, 1843. John Townsend, A. Bottsford, M. S. Gillett, D. Northrup, E. B. Clark and John Miller, Jr., were elected Trustees.

The Congregational society of Algonac was organized May 5, 1845, with Aura P. Stewart, M. W. Brooks, James Burt, Samuel Roberts, Laban Tucker and Horace Biers, Trustees.

The Methodist Episcopal Church of Algonac elected Charles Phillips, Silas Miller, Henry Robertson, Daniel Daniels, Peter Tarble, James Miller and Charles L. Poole, Trustees, July 22, 1845.

The First Baptist Church and society of St. Clair was organized June 2, 1849, with H. H. Mather, Rufus Swift and Daniel Stewart, Trustees. M. H. Miles, Rufus Swift and Daniel Stewart introduced the Constitution and By-Laws.

The First Methodist Episcopal Church of Newport was organized by the appointment of Tubal C. Owen, Isaac Wilkin, Reuben Warner and Hezekiah Clark, Trustees, November 8, 1851. The appointments were made by William Glass, preacher in charge.

The Methodist Episcopal Church of Algonac met at the House of D. D. Gillett, January 30, 1855, and filled the vacancies in Board of Trustees by appointment of George W. Owen, O. H. Reynolds, William Quibode, James Miller, F. C. Folkerts and Fredric Parker, Trustees. Daniel G. Gillett, preacher.

The First Methodist Episcopal Church of Memphis, Riley Township, was presided over in 1855, by Samuel P. Lee, who, in January 23, that year, appointed George Riggs, George N. Chilson, David Mansfield, John Wheeling and Amsey W. Sutton, Trustees.

The First Baptist Church of Ira was organized September 8, 1856, when E. G. Marks, S. D. Irons and Thomas Ward were elected trustees.

The First Baptist Church and Society of Columbus was organized March 19, 1858, with W. B. Wright, S. A. Fenton, R. S. Freeman, John Eastwood, Manson Farrar, Hiram Hunt, Michael Folts, Joseph Morgan, Harly Hills and Hosea Fuller, Trustees.

The German Methodist Episcopal Church of Newport and St. Clair was organized June 15, 1858, with Frederick Vetter, John Reeder, August Heihytagg, A. Zimmerman and Carl Drews, Trustees.

The Methodist Episcopal Church of Lakeport was organized November 2, 1858, when Solomon S. Littlefield appointed Joseph Y. Pettys, James Bingham, A. P. Sexton, George Wade and Joseph Stephenson, Trustees.

The Methodist Episcopal Church of Lynn was organized May 15, 1858, when Rev. Morey Harrington, preacher in charge of Mill St. Circuit, appointed J. A. Cole, John Starchesse, C. P. Stone, D. S. Evans and William Bettes, Trustees.

The German Presbyterian Congregation of Port Huron was organized October 10, 1859, with Izzard Frensd, H. Schmidt, Peter Hill, P. Heinrich Hoffmann and Peter Atwater, Trustees.

The Methodist Episcopal Church of Vicksburg was organized November 9, 1859, with Peter F. Brakman, Nelson Mills, Amsey M. Griffith, D. Carlisle and William Smith Trustees, and William Tuttle, pastor.

The First Baptist Society of Port Huron was organized December 5, 1859, with John Lewis, John Howard, J. J. Searitt, J. B. Hull and Calvin Ames, Trustees. The meeting to organize was presided over by Calvin Ames.

The Pilcher Chapel of the Methodist Episcopal Church was the corporate title of trustees, appointed by Rev. George W. Owen, of the Columbus Circuit, February 8, 1860. The trustees were Charles Simmons, George Fuller, William O. Fuller, Josiah P. Merchant and Samuel Stephen.

The Methodist Episcopal Church of Merrillville, in Brockway Township, was organized March 20, 1860, when Rev. Ira H. Chamblin appointed Levi McNeil, William Bettes, Nathan White, Peleg Soule and Jesse A. Cole, Trustees.

The Evangelical Lutheran Congregation of St. Martin was organized at St. Clair, August 5, 1858, with Michael Nehmeyer, John Pelmeyer and Michael Scheierliker, Trustees.

The First Methodist Episcopal Church of Burtchville was established September 3, 1861, by Rev. William Tuttle, who appointed M. Strevel, W. Boomer, William Wardel, John Mitchell and John Holt, Trustees.

First Evangelical Protestant Church of Casco was organized July 6, 1861, when William Zentgreve, John Hirt and Andrew Moerschel were elected Trustees.

First Congregational Society of Columbus was formed November 19, 1860, with John S. Parker, Henry Quick, Charles Hunt, Robert Ramsey, Michael Felts and Thomas Graham, Trustees.

The Methodist Protestant Church of Capac was organized under Rev. H. W. Hicks, February 15, 1862, when Hugh Morton, Garrison Smith, and P. C. Goodel were elected Trustees.

St. Mark's Church (Protestant Episcopal) of Newport was organized June 20, 1863, with B. S. Horton, A. B. Clough, Aloney Rust, L. B. Parker, T. W. Main, and John Bishop as original members.

German Lutheran Church, St. Martin's Congregation of Cottrellville, was organized February 16, 1864, with twenty-one members, under Conrad Ide, minister, and John Waug, Paul Vollnier, and Frederick Gunnurmer, Trustees.

St. Mark's Protestant Episcopal Church of Marine City, was organized in June, 1865, with A. B. Clough, B. L. Horton, Alexander Gilchrist, Aloney Rust, Joseph Luff and D. H. Westcott, members.

The German Lutheran St. Paul's Congregation and Church, Casco, were organized June 7, 1859, with Aug. Leich, Samuel Spaar and W. J. Schroeder, Trustees, and F. Backman and W. Schroeder, Elders.

Lutheran Evangelical St. Peter's Congregation of China was organized February 24, 1866, with Charles Hoffmeyer, Aug. Hoffmeyer and John C. Roeder, Trustees.

St. Andrew's Protestant Episcopal Church of Algonac was organized March 7, 1867, with Thomas F. Perry, Fred. Parker, William Gunmiss, Aura P. Stewart, John K. Harrow and John Hansford, original members.

Trinity Church (Protestant Episcopal) of St. Clair was organized April 2, 1867, with Wesley Truesdell, T. W. Bacon, A. L. Padfield, D. Sheldon, John E. Kitton, Uriah Hayden, original members.

The Port Huron Society of Spiritualists adopted a constitution April 24, 1868. The members whose signatures are on record were: D. B. Harrington, L. S. Nobles, S. W. Hamilton, James H. White, J. H. Haslett, H. Kubey, John Buzzard, James Talbot, T. L. Hubbard, C. L. Penney, E. R. Seeley, John L. Newell, W. B. Pace, R. W. Matthews, Megs Jordan, Henry Allen, Stephen V. Thornton, Thomas Dunford, Isaac Hamilton, S. D. Pace, Hiram Hamilton. The ladies who joined this religious body were, Sophia Hoagdon, Eliza A. Dale, Mary C. Reid, M. J. Brown, Mary E. Noble, Emma Young, H. N. Hamilton, L. G. Seeley, Electa Buzzard, Mariah Talbot, Mary Miller, Angel D. Penney, Miss Fannie Kubey, Mrs. M. Sayres, H. F. Allen, Lizzie Pace and Sarah Dunford. The Trustees were John L. Newell, James H. White, J. H. Haslett, James Talbot, L. S. Nobles, Thomas Dunford and C. L. Penney.

The German Evangelical Church of Port Huron adopted articles of association as the "German United Evangelical Congregation of Port Huron," May 10, 1868. The society elected



the following Trustees, July 5, 1868, viz.: Peter Hill, Philip Eichhorn, Peter Schweetzer, Aug. Ludwig, Ernst Ortenburger and Charles Eichhorn.

The Capae Society of Spiritualists organized, September 13, 1868, with the following Executive Committee: Andrew Millspaugh, Charles Ross, Mrs. Charles Ross, Philander Caswell, Miss Harriet Caswell, Mrs. Millspaugh, Samuel J. Finchers, John T. Pomeroy, Hester F. McKinzie.

The First United Presbyterian Congregation of Port Huron was organized May 10, 1869, with Robert Wilson, P. R. Wright, Edward Cowan, Daniel Robinson and Alexander Stewart, original members.

The First Regular Baptist Church and Society of Brockway adopted articles of association February 7, 1867, with William Ballentine, W. H. Ballentine, Ruth Ballentine, R. Turner, Catharine Turner, Nathan Russell, Waldron Ward, Louisa H. Boyer, first members.

The First Methodist Episcopal Church of Kenochee elected Samuel Ramsay, Aaron Hulm, Levi Cronk, Thomas Ramsay, and Daniel Dove, Trustees, January 1, 1870.

The Church of Christ, Brockway Center, adopted articles of association March 19, 1870. The members belonged to the Free Baptist Church for seven years previously. The subscribers to the constitution were: D. Brown, pastor; R. W. Murray and John Broadway, Deacons; A. H. Telfer, George Moffat, Sr., Alexander Lowe, Samuel Carson, George Carpenter, Jacob Murray, H. Phillips, G. Menerey, M. Menerey, Agnes Turnbull, William Young, Daughtery Middleton, Jannette Middleton, R. Scott, T. H. Collins, Ruth Scott, Constance Eastman, W. B. Johnson, Melveney Bartlett, J. Brown, Sarah A. Carson, Nancy A. Broadway, M. Packer, Mary H. Telpen, Mary Brown, Eliza Menerey, Janet M. Brown, Anne Menerey, Margaret Adams, Susan Carpenter, Macy Phillips, Eliza Menerey, Mary J. Menerey, Anne K. Menerey, Mary G. Stevens, Mary Young, Mary A. Collins, Alexander Adams, Elizabeth Phillips, Elizabeth Smeats and Isabella Brown.

The Methodist Episcopal Church of Wales Township elected James P. Smith, D. Reisch, Bob. Baillie, James Dunning and Abraham Yarger Trustees March 5, 1870.

The Church of Christ of Algonac adopted articles of association in 1871, and elected Isaac Kliene, N. D. Smith and Vincent McCrea Trustees.

The First Baptist Society of Casco was organized March 7, 1872, with Charles Schmock, Fred Schoff and John Brockman Trustees.

The First Baptist Society of Wales Township adopted articles of association January 20, 1872. The Trustees elected were Galloway Freleigh, A. Dunning and D. Drake.

The Methodist Episcopal Church of Grant was organized March 16, 1871, with Aaron Earnest, Charles P. Farr and George Comstock Trustees.

The Methodist Episcopal Church of Kimball Circuit, in Wales Township, adopted articles of association in 1872, and on June 8 elected Charles S. King, Elihu Akerman and Levi Fairbanks Trustees.

The First Methodist Episcopal Church of China, elected Peter Powrie, Thomas Low, Wonton Tripp, Philander Allen and Ambrose West, Trustees, October 29, 1870.

The First Methodist Episcopal Church of West Berlin elected Trustees April 23, 1872. They were James S. Freligh, F. F. Barber, John Park, James Harrington, Schuyler Jones, T. Stanlake and William Huggett.

The German Aid Society of the city of Port Huron was organized February 9, 1873, with eight members.

The German Evangelist Lutheran Society of Port Huron adopted articles of association February 10, 1873, which adoption was signed by William Ernst, J. F. Ruff, A. Wienert, A. Henz and A. Schulz.

The Methodist Episcopal Church of Fort Grant adopted articles of association March 18, 1873, with Raymond J. Wright, Robert Eades, Robert E. French, Don. C. Curtis, Joseph Davis and Felix Towsley, Trustees, March 18, 1873.

The Advent Christian Church Society of Columbus Township adopted articles of association February 27, 1875, which were signed by Ira P. Burke, Norman Young, George C. Stephenson, John S. Parker and O. M. Stephenson.

Salem Church of the Evangelist Association of North America, in St. Clair County, was incorporated December 15, 1874, with W. H. Hunsperger, President, and J. G. Guenther, Treasurer.

German Evangelist Lutheran Church of Emanuel of Greenwood Township elected Nicholas Vogelet, C. Gruel, John Lepien, Charles Lepien and Fred. Prueness, Trustees, March 1, 1875.

The Methodist Episcopal Church of Riley Township was organized February 9, 1875, when William Burt, W. B. Dayton, Martin Ellenwood, J. Warren, S. Van Valkenburg, were elected Trustees. The members who signed the articles of association were, together with the Trustees, James McMet, Thomas Davis, D. McMet, Hiram L. Dutton, J. L. Vincent, Manuel Ralph, William Dayton, Mary Burt, Jane E. Davis, Eliza Dutton, Julia Valkenburgh, Mary A. Vincent and Eliza A. Ralph.

The Free Methodist Church of Riley, was formed October 4, 1875, when Hezekiah Knight, John Bishop, Albert Henderson, T. Tevill and A. Sunrekee were elected Trustees.

The First Methodist Episcopal Church of Capac appointed Miles Hagle, Marvin M. Holcomb, Thomas Lynch, James B. Cavenagh, and Richard Shutt, Trustees, November, 22, 1875.

The First Methodist Episcopal Society of Marine City, appointed Isaac Wilkins, Aaron G. Westbrook, Phineas H. Clarke, Hiram Chambers, Leonard B. Parker, Calvin A. Blood, D. H. Wescott, Thomas Pringle and James Leitch, Trustees, January 18, 1876.

The Church of the United Brethren in Christ of Fort Gratiot, elected Abram B. Flewelling, Merrill S. Jones, Charles Cole, Trustees, December 25, 1875.

The Free-Will Baptist Society of Brockway, recorded its revival January 4, 1876, by the adoption of articles of association. Many of those who formed the Church of Christ, previously referred to, returning to its folds.

The First Methodist Episcopal Church of Grant elected Cyrus Potter, Paschal Lamb, William Austin, Milton Newbury and Moses Locke, Trustees, February 26, 1876.

The German Evangelist Lutheran Society of St. Clair City, adopted articles of association in March, 1876.

The German United Evangelist St. Paul's Congregation of Clyde Township adopted articles of association, August 31, 1875, and elected F. Ulrich, Adam Stein and Fred. Brolomski, Trustees.

The Methodist Protestant Church, Michigan District, with property in Berlin Township, adopted articles of association and elected Trustees, January 7, 1878. Henry Hulbert, George Egerton and William Warner were chosen Trustees.

German Lutheran Congregation of Marine City, adopted a constitution in December, 1878.

The Free-Will Baptist Church and Society of Lynn, adopted articles of association, and on July 2, 1879, elected Fred. Dohrman, George Locke and John Drennan, Trustees.

The Free-Will Baptist Church of Riley Centre adopted a series of rules for government, and elected Jacob Warren, James McMet, William Dayton, Jonas Jones and James Forshee, Sr., Trustees, December 8, 1877.

The Christian Church of Grant Centre was organized March 19, 1877, with John McGill, Martin Monroe, Hiram Haywood, James Carey, James Coon, Daniel McKay and Herman Elliott, Trustees.

The Baptist Church of Grant Township was organized November 7, 1879, with Rev. W. S. Barber, Smith W. Downs, Henry Hewitt, Alexander Youngs, and Nathan B. Elliott, a Committee of Trustees.

The first Trustees of the Clyde and Grant Methodist Episcopal Church were Stephen Tibbert, M. Myron, Henry Cook, Henry Kingsley and Dexter Hubbell, known as Trustees of Zion Methodist Episcopal Church, May 31, 1879.

The Trustees for Brockway Centre Methodist Episcopal Church, appointed by I. N. Elwood, Presiding Elder, February 14, 1880, were John Mitchell, John Stonehouse, George Ard, Joseph Redhouse, W. H. York, William Bettes, Archibald Mitchell, John Holden and John Wedge. In November, 1879, Mr. Elwood appointed George Ard, James Keys, J. F. Brown, C. W.

Stratton and Henry A. Cope, Trustees of the First Methodist Episcopal Church of Brookway.

The Church of Christ of Algonac adopted articles of association February 23, 1880. The first officers were: T. B. Scovil, Overseer; Arthur Walderkine, Treasurer; R. Robertson, Deacon and Clerk; David Finkle, Frank Brabaw and Charles Sharp, Trustees.

Methodist Protestant Church of Kimball Circuit, Michigan, with property in Wales Township, adopted articles of association, April 2, 1880, and elected Horace C. Mudge, William Hunter, Adrian Tigehon, Peter Galerno and Ebenezer Card, Trustees.

The Methodist Protestant Church Society of Grant Circuit adopted articles of association June 15, 1880. The first Trustees were Thomas Myron, Louis O'Dell and Thomas Burns.

The German Evangelist Lutheran, St. Martin's Congregational U. A. C., adopted a series of rules for government, September 15, 1880. The officers elected were J. R. Lauritzen, Chairman; Z. M. Netmeyer, Secretary; M. Netmeyer, George Kruger and Z. M. Netmeyer, Trustees.

The First Methodist Episcopal Church of China elected Thomas Law, William Allington and W. A. Tripp, Trustees, May 7, 1881.

The Free Will Baptist Church of Capac elected H. P. Stoughton, Nicholas Smith, Richard Scott, T. H. Bottomley and William Roy, Trustees, December 29, 1881.

The German Evangelist Lutheran St. Petri Congregation of Ira Township, adopted articles of incorporation in December, 1881. Henry Meyer, John Russow and Louis Cohis were elected Trustees.

Among the local ministers of early times the name of Elder Warren is prominent. He resided on a farm in the southwestern part of Washington Township, Macomb County. He was not a man of classical education; but of fine natural abilities and tender sympathies, and a very happy manner of expressing them. In the first years of the settlement his services were in requisition far and near as the man most desired to officiate on funeral occasions. His efforts at such times were especially happy, and he became endeared to almost every family by reason of his timely service and kind counsel. The quarterly meetings for many years were greatly indebted to his presence. He was a good singer, and led the musical part of religious service with fine effect. As the years rolled on, men of culture came to supply the pulpits, and gradually, with his declining years, Elder Warren withdrew from the extended and voluntary labors of his earlier years. Elder Warren was the pioneer of Methodism.

Brother Ruggles, of Pontiac, was a man of like heart and labors, though different in manner and expression from Elder Warren. He was accustomed to visit this section of the State once every four weeks, walking from Pontiac. He lived to an advanced age, and died while attending a session of the General Congregational Society of Michigan. He was the pioneer of Congregationalism north of Detroit. He preached at Romeo in 1828-29, and organized the First Congregational Church there and preached in St. Clair.

Rev. John Taylor was one of the most able, learned and venerable men who settled here in early days. He resided with his son in Bruce, was well educated, refined, genial, and a thorough type of the *old school gentleman*. He held Sabbath services at his house for many years. After the establishment of the *Scotch settlement*, there was a union of religious elements. He often supplied the pulpit in St. Clair County, sometimes for months together, when it was destitute of a minister. After a life of good deeds and words, he died suddenly at his home.

In the fall of 1829 or the spring of 1830, Luther Shaw, a graduate from Andover, settled at Romeo. He was the first permanent minister—preaching in the Congregational Church from 1830 to 1834 or 1835. He married Miss Julia Chamberlin in 1831. This lady died at the parsonage in 1835. Under Mr. Shaw's administration, not only did the church at Romeo assume great importance, but also that other one which he attended at Rochester grew in numbers and influence, as well as other societies in St. Clair.

Rev. John B. Shaw, brother of Luther Shaw, came from Utica, N. Y., in 1835, and was appointed pastor of the church here.

Rev. O. C. Thompson was for some time the stated supply between the going of Rev. L. Shaw and the coming of his brother, John B. Shaw.

The memorable revival of 1836-37 began in the church at Romeo, and was conducted by



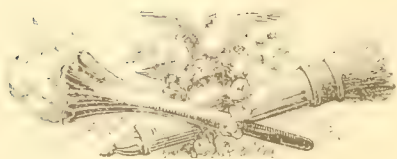
Rev. O. Parker and Rev. P. Barber. All denominations shared in this revival, and the influence was felt throughout the adjacent county of St. Clair.

Benben R. Smith was one of the early local preachers. He first set himself to work in putting his own house in order, and then he labored with and for others.

John Holland was often called upon as an exhorter to supply the pulpit, when ministers unexpectedly failed to meet appointments. He rendered a religious service which the old Congregationalists of Macomb and St. Clair Counties will never forget.

Stephen Theodore Badin was born at Orleans, France, July 17, 1768, came to the United States in 1792, was ordained by Bishop Carroll in 1793, and accepted the Kentucky mission in 1794. It is said he was the first priest ordained in the United States. His mission at the beginning of the nineteenth century embraced as it were the entire Western and Northwestern Territories.

Other ministers mentioned in the foregoing pages and again in the city histories must be considered as pioneers in the work of establishing the Christian Churches in St. Clair and adjoining counties.



## THE MARINE OF THE LAKES.

The first boat, other than Indian canoes, which appeared on the River St. Clair, was the Griffin, the history of which is given in other pages. Following in the track of the Griffin came the boats of the couriers, but not until the Fair American and Friendship appeared here about the year 1816, has any account of large boats been given. One of these vessels was known as the Revenue Cutter, under Capt. William Keith. These boats passed up the river in 1822, en route to Saginaw, and returned to Ft. Gratiot, in 1833, with the garrison of that post, then commanded by Maj. Baker. Dr. Zina Pitcher was on board the Friendship, then commanded by Capt. Keith; while the Fair American was under Capt. Walker. The Tiger and the Porcupine Cutters were on the river and lake after this time, one under Capt. Walker, Keith and the other under John O'Flaherty.

Between the years 1820-22, Angus McIntosh built on the spot where Walker's distillery now stands in Canada a three-masted, square-rigged, barque-shaped vessel called the Duke of Wellington, of 132 tons, which was at that time the wonder and admiration of the lakes. In fact, previous to 1830, the sailing vessels belonging to Michigan were small sloops and schooners rarely reaching 100 tons, and generally under sixty. These were mostly built at Huron, Ohio, and in Buffalo, the late Oliver Newberry especially patronizing the former place. In nothing is the rapid growth of our commerce and wealth of the State more clearly exhibited than in the increase in the number and capacity of the vessels owned at her ports. The Salem packet of 1818, 27 tons burden, the St. Clair of 28 tons, built in 1824, the Albatross, 20 tons, and Marshal Ney 93 tons, built in 1830, the Elizabeth Ward, 65 tons, and Gen. Harrison, 115 tons, built in 1833, all the property of Samuel Ward, of St. Clair, have given place to the splendid line of steamers that we all remember, owned by Samuel and E. B. Ward, during 1850-60. Every one who knows anything of the history of our lake marine has heard of the famous "fleet" of Oliver Newberry, who was known as the "Admiral of the lakes." For the benefit of the present generation, we append the following list of vessels composing this fleet, with their tonnage: The Pilot, 54 tons, built at St. Clair, in 1825; LaGrange, 101 tons, at Mt. Clemens, in 1826; Napoleon, 107 tons, at Detroit, in 1828; Savage, 30 tons, at St. Clair, in 1828; Maringo, 104 tons, built at Huron, Ohio, in 1831; Prince Eugene, 104 tons, at Huron, Ohio, in 1832; Austerlitz, 134 tons, at Huron, Ohio, in 1832; Lodi, 64 tons, at Huron, Ohio, in 1834; Jena, 55 tons, at Detroit, in 1834; all these were schooners. These were commanded by such veteran sailors as Chesley Blake, Mason Dingly, John Stewart, Harry Whittaker, Gus. McKinsstry, Amos B. Hinckley, Levi Allen, and Ben. Miller.

The first steamer enrolled as belonging to Detroit was the Argo, and she was called a steam sloop. She was built in 1830 in Detroit, and was owned and commanded by John Burfis. She was 42 feet long, 9 broad, and 2½ deep. Her capacity was nine tons. She was used as a ferry, and occasionally ran up the River Rouge to Dearborn.

The next steamer was the Gen. Gratiot, built at Black River, Ohio, in 1831. She was 45 tons burden and was licensed here in June of that year, owned by Francis F. Browning, and commanded by Arthur Edwards. Then came the Gen. Brady, 65 tons, built at Detroit in 1832, owned by a number of the then principal business men; and the Andrew Jackson, 49 tons, built at Mount Clemens in 1832, by Gray & Gallagher. During the years 1833 and 1834, a number of steamers were built, of which the following are the names and tonnage: Lady of the Lake, 26 tons, built at Mount Clemens; Major Jack Downing, 54 tons, also built at Mount Clemens; Oliver Newberry, 170 tons, built at St. Clair; Uncle Sam, 220 tons, built at Grosse Isle; Michigan, 470 tons, built at Detroit; Detroit, 137 tons, also built at Detroit; Delaware, 178 tons, built at Huron, Ohio; Monroe, 349 tons, built at Monroe. Those enrolled

after this gradually increased in size, and the date of their building becomes so recent that their history "doth not outstrip the memory" of this generation.

The first steamboat between Detroit and Port Huron was the *Argo*, referred to above. She was constructed from two large whitewood trees, converted into dug-outs, joined so as to make a sharp bow and square stern. She was the property of her Captain, Burtiss, of Detroit. On her arrival at Stromness Island, she would take on board a quantity of fence rails, as it appears she could not load sufficient fuel for her trip at either Port Huron or Detroit.

The *Gen. Gratiot*, referred to, was purchased by Dr. Rice & Co., of Detroit, and placed on the St. Clair route about 1831, under Capt. John Clarke, of East China. This boat and her Captain became great favorites. In 1833-34, the *Gen. Brady*, under Capt. Burtiss, plied on the lake and river. The *Lady of the Lake*, with Capt. Sylvester Atwood, was a small boat, which plied on the river for a short time.

The *Erie* was placed on the route in 1836 by James Abbot, and was known as the *Fast Boat* until her wreck on Lake St. Clair in 1842. Capt. Samuel Ward placed the *Huron* on the St. Clair route in 1840, with E. B. Ward as Captain. This was the great boat of the period. In the Stewart memoirs, it is said that at this time Newport, St. Clair and Port Huron were rapidly increasing in population, and the county was filling up with industrious farmers. The same evidences of progress were shown on the Canadian side of the river. Lake Huron shore and the river ports gave this boat full freights, her commodious cabins were always crowded with passengers. She continued on the route, until worn out with service she was withdrawn, having proved herself the foundation on which the colossal fortune of the Wards was built up.

The first boat built in the county was the *St. Clair*, in 1820, owned and operated by Samuel Ward. After the opening of the Erie Canal, Ward took on freight for New York, and taking two horses with him to tow the boat through the canal, started on his Eastern trip. On his arrival at Erie, he stowed away the masts and sails, pushed through the canal to Hudson, where he replaced masts and sails, and proceeded to the city of New York. Having procured a full freight list, he entered upon the return home. He expected to receive a premium from the canal authorities for his enterprise in running the first lake boat through; but the canal men failed to appreciate the deed, and instead of receiving a premium he was called upon to pay toll. The *St. Clair* was the first boat built at Marine City.

The *Grand Turk* was the first boat built at St. Clair, or Palmer Village. She was completed shortly after the *St. Clair*. Capt. Alexander St. Bernard was in charge of this ungainly looking product of Barber's naval architectural knowledge. The *Savage* of Detroit was built in Clay Township in 1824, by Capt. Amos Henkley and R. Newhall. The *Savage* was a trader on the Mackinac, Green Bay and West Michigan route, and was the first vessel that entered and wintered in the St. Joseph River. Capt. Henkley, on returning to Detroit, gave a glowing account of the shore at St. Joseph, and succeeded in urging its adoption as the location of a village. He built the first house there, and claimed an interest in the village plat. This lake sailor died on board his boat in 1834, and was buried on the Canada shore. In the winter of 1835, William Brown caused the body to be exhumed, and interred on United States soil.

#### SHIP-BUILDING IN ST. CLAIR.

The names and tonnage of the several vessels and steamers that have been built in this county up to December, 1847, are here given. Most of them were built within the three years ending in 1847. It is estimated by experienced builders that shipping could be built 20 per cent cheaper upon the St. Clair than at any other point on the lakes:

Built at Lexington—Schooners *Big Z*, having 140 tonnage; *China*, 65; *Merinda*, 57; B. G. Allen, 34; *Ann*, 38; *Dolphin*, 8; *Pontiac*, 90; sloop, *H. Young*, 30.

Built at Burtchville—Schooner *Baltic*, having 96 tonnage.

Built at Port Huron—Schooners *Amazon*, having 215 tonnage; *H. W. Hubbard*, 75; *Freedom*, 28; *Industry*, 45; *H. Hopkins*, 14; brig *David Smart*, 223; steamer *America*, 1,100.

Built at St. Clair—Schooner *Uncle Tom*, having 140 tonnage; propeller *Goliath*, 315.

Built at China—Schooner *Macomb*, having 45 tonnage; *St. Clair*, 35.



Built at Newport—Steamers Huron, having 150 tonnage; Champion, 195; Detroit, 217; Sam. Ward, 433; schooners Henry Clay, 190; Morning Star, 38; Gen. Harrison, 106; Vermont, 95.

Built at Algonac—Schooners Venus, having 45 tonnage; Wolverine, 213; Vengeance, 78; Mary Ann Larned, 98; Congress, 215; steamers Macomb, 132; Franklin, 250; Sultana, 850; Fashion, 280.

Total, 9 steamers, 1 propeller, 25 schooners, and 1 sloop. In addition to these, there were building at Port Huron a brig of 220 tons, a propeller of 350 tons; at St. Clair, a steamer of 1,600 tons; and at Algonac, a brig of 200 tons.

In addition to the information given, the following history of the lake marine is given. The paper was found in the writer's scrap book; but to whom the credit of its compilation is due, is unknown. All of the early writers of our lake history seem to agree that the name of the first vessel which ever floated the lakes was the Griffin, which made her debut in 1679. She was built on the Niagara River, six miles above the Falls, was of sixty tons burden; and set sail August 7, of that year, in command of Chevalier de la Salle, with a crew of six persons all told, for Mackinac; and in the course of a few days, loaded with furs, started on the return voyage, which is the last that is known of her, although it has been averred that the crew and outfit of the vessel were saved, which assertion, however, is most positively contradicted by the best authority. It may here be noted as the first marine disaster that ever occurred on the lakes. From this period up to the year 1596, no mention is made as to the movement of any craft on the lakes, although it is not to be doubted that others were introduced previous to that time. Four vessels, named respectively the Gladwin, Lady Charlotte, Victory and Boston, were navigating the lakes in the last-named year, and in subsequent years up to the present time their names have rolled up to legion. As early as May 1, 1770, the schooner Charity was launched at Niagara; she was commanded by Capt. John Laighton, and was employed in the freighting of merchandise; her dimensions are not given; she was employed in the carrying trade for several years.

On Lake Ontario, history informs us, the first vessel was set afloat in 1789. She was built at Sodus Bay, by Capt. John Fellows, who came from Sheffield, Mass., her first cargo being tobacco and tea. Eventually Capt. Fellows transferred his operations to the Upper Lakes, and commanded, besides owning vessels, until quite a late period—until 1839—when he died at Fort Erie, opposite Black Rock, N. Y. The first merchant brig introduced upon the lakes was called the Union. She was ninety-six tons, and was built in 1811, but being found too large for the business requirements of that period, was for a time laid up. The first full-rigged ship on the lakes was built at Buffalo in 1824, by Col. Alanson Palmer, and called the Julia Palmer, of about 300 tons burden. She proved inadequate for the trade, was converted into a steamer, and lost on Lake Superior in 1847. During our lake history, two vessels were sent over Niagara Falls. One of these, called the Michigan, was a condemned craft built in 1817, and 132 tons burden. Early in the season of 1829, she was purchased by parties at the Falls and fitted out with yards aloft, and in September of that year was sent over the Falls, stocked with a few tame and wild animals. She was got under way from Navy Island and piloted as far as dare be by Capt. James Rough and Harry Weishuhn. Two bears were on board, one of which escaped to the shore previous to the vessel making her final leap, and was presented to the notorious Sam Patch, and accompanied him on his last leap over Rochester Falls. A similar experiment was carried out by the same parties in 1831, who purchased at Buffalo a condemned vessel called the Superior, of about the same dimensions as the Michigan, but in this instance the programme of the occasion failed to meet their expectations. After reaching the rapids, she struck on an island, and there remained until floated off by high water a month subsequently.

The first vessel to Chicago was the schooner Gen. Tracy, a vessel of about ninety tons burden, and built at Detroit somewhere about the year 1804, and wrecked on Fort Erie reef in 1809, owned at the time by Porter, Burton & Co. The Tracy set sail from Detroit for Chicago in 1802, having on board a company of soldiers, under command of Col. Swearingen. On the passage, she called at St. Joseph and other points. Chicago at this period had but one white man's dwelling, that of an Indian trader.

Having thus briefly alluded to the commencement of our vessel history, it may not be deemed inopportune to present the following history of the first steamboat and others which have followed and passed off the stage of existence. History deemed authentic informs us that the first steamboat, the Clermont, was built by Robert Fulton, in 1807, near Hurlgate, on East River. She was 140 feet long, of flat construction, and drew twenty-two inches of water. Her wheels extended below the bottom of the boat. A fly-wheel was attached to the paddle-wheel, having a run four inches wide, which was to make the paddle-wheel pass the center without a jerk. There was a big hub just inside the boat, into which the shaft fitted.

In 1817, a steamer was built and launched at Prescott, Lake Ontario, called the Dalhousie, which was the first steam craft on that lake. The year following, 1818, the Ontario came out at Sackett's Harbor, which was the first American steamer. In 1818, the steamboat Walk-in-the-Water was commissioned on Lake Erie. She was built opposite Squaw Island, on the Niagara River, below Black Rock, and was 342 tons burden, low pressure engine, and arrived on her first trip at Detroit August 22 of that year, commanded by Capt. Job Fish. In 1819, she made her first trip to Mackinac, and on November 1, 1821, was lost in Buffalo Bay, since which time upward of 200 side-wheel boats have been built and passed out of existence. Thirty-four were burned, involving the loss of upward of 700 lives; sixty-nine are known to have been wrecked or foundered, with the loss of 136 lives; twelve were sunk by collisions, with a loss of 601 lives; upward of sixty went to decay, or, having served their time, were broken up; and forty-one converted into other uses. Of the lost, we summarize as follows, having no reference to those yet in commission.

Walk-in-the Water, 342 tons, built at Black Rock, 1818, wrecked at Buffalo November 1, 1821.

Superior, 300, Buffalo, 1822, made a ship and lost in 1843.

Chippewa, 100, Buffalo, 1824, broken up in 1825.

Niagara 1st, 180, Black Rock, 1825, broken up.

Henry Clay, 348, Black Rock, 1825, broken up.

Pioneer, 230, Black Rock, 1825, wrecked on Lake Michigan, July, 1834.

William Penn, 275, Erie, Penn., 1826, wrecked.

Enterprise 1st, 250, Cleveland, 1826, wrecked.

William Peacock, 120, Barcelona, 1829, exploded, killing 15 persons, on Lake Erie, 1830.

Newburyport, 75, Erie, Penn., 1829, broken up.

Sheldon Thompson, 242, Huron, Ohio, 1830, broken up.

Ohio 1st, 187, Sandusky, 1830, burned at Toledo in 1842.

Adelaide (Champlain), 230, Chippewa, C. W., 1830, wrecked on Lake Michigan, 1849.

Gratiot, 63, Black River, Ohio, 1831, broken up.

Pennsylvania, 395, Erie, Penn., 1832, broken up.

Gen. Brady, 100, Detroit, 1832, made into a vessel in 1844.

Uncle Sam, 280, Grosse Isle, Mich., 1832, made into a vessel in 1844.

Perseverance, 50, Erie, Penn., 1832, broken up.

Washington 1st, 600, Huron, Ohio, 1823, wrecked on Long Point, first trip.

New York, 325, Black Rock, 1833, went to decay.

Michigan 1st, 472, Detroit, 1833, broken up.

Daniel Webster, 358, Black Rock, 1833, burned in 1835 at Buffalo; rebuilt.

Detroit 1st, 240, Toledo, 1833, wrecked on Lake Michigan in 1836.

Lady of the Lake, 60, Mount Clemens, 1833, broken up.

Gov. Marey, 161, Black Rock, 1833, broken up.

North America, 362, Conneaut, Ohio, 1833, burned at Conneaut in 1847.

O. Newberry, 170, Palmer, Mich., 1833, broken up.

Delaware, 170, Huron, Ohio, 1833, wrecked near Chicago, 1836.

Victory, 77, Buffalo, 1834, broken up at Buffalo.

Gen. Porter, 342, Black Rock, 1834, made a propeller.

Thomas Jefferson, 428, Erie, Penn., 1834, converted into a floating elevator at Buffalo.

Commodore Perry, 352, Perrysburg, 1834, exploded in 1835, killing 6.

- Monroe, 341, Monroe, 1834, went to decay.  
 Mazeppa, 130, Buffalo, 1834, made into a vessel.  
 Sandusky, 377, Sandusky, 1834, burned at Buffalo, made a bark, lost in 1845.  
 Minnisetune, 250, Goderich, C. W., 1834, sunk near Malden by steamboat Erie in 1839.  
 Gen. Jackson, 50, Mount Clemens, 1834, broken up.  
 Jack Downing, 80, Sandusky, 1834, made into a vessel.  
 Little Western, 60, Chatham, C. W., 1834, burned at Detroit in 1842.  
 Caroline, 80, Charleston, S. C., 1834, burned and sent over Niagara Falls in 1837.  
 Robert Fulton, 308, Cleveland, 1835, wrecked at Sturgeon Point, Lake Erie, in 1844.  
 Columbus, 391, Huron, Ohio, 1835, wrecked on Dunkirk piers in 1848.  
 Charles Townsend, 312, Buffalo, N. Y., 1835, condemned in 1849.  
 United States, 366, Huron, Ohio, 1835, broken up at Buffalo.  
 Chicago, 166, St. Joseph, Mich., 1835, wrecked in a gale in 1842.  
 W. F. P. Taylor, 95, Silver Creek, 1835, once burned, afterward wrecked on Lake Michigan in 1842.  
 Thames, 160, Chatham, 1833, burned at Windsor in 1838 by rebels, and rebuilt.  
 DeWitt Clinton, 493, Huron, Ohio, 1836, sunk at Dunkirk in 1851.  
 Julia Palmer, 300, Buffalo, 1836, formerly a ship, lost on Lake Superior in 1847.  
 Don Quixote, 80, Toledo, 1836, wrecked on Lake Huron, 1836.  
 Little Erie, 149, Detroit, 1836, sunk in Lake St. Clair in 1843.  
 Barcelona, 102, Dunnville, 1836, formerly Princess Victoria, made into a vessel.  
 United, 40, Detroit, 1836, made into a barge.  
 St. Clair, 250, Sandusky, 1836, formerly Rhode Island, went to decay.  
 Cincinnati, 116, Sandusky, 1836, made a vessel, called the John F. Porter.  
 Illinois 1st, 755, Detroit, 1837, made a propeller barge and lost on Lake Huron in 1868.  
 Rochester, 472, near Fairport, 1837, made a barge, wrecked at Erie, 1852, 7 lives lost.  
 Madison, 630, Erie, Penn., 1837, condemned in 1849.  
 Cleveland 1st, 580, Huron, Ohio, 1837, burned at Tonawanda in 1854.  
 Wisconsin, 700, Conneaut, 1837, sunk in Lake Erie by collision.  
 Erie, 497, Erie, Penn., 1837, burned off Silver Creek in 1841, 250 lives lost.  
 Constellation, 483, Black River, Ohio, 1837, broken up.  
 Bunker Hill, 457, Black River, Ohio, 1837, burned at Tonawanda, in 1857.  
 Constitution, 443, Conneaut, Ohio, 1837, broken up at Sandusky.  
 New England, 416, Black Rock, 1837, went to decay at Buffalo.  
 Milwaukee, 400, Grand Island, 1837, wrecked on Lake Michigan, 1842.  
 Anthony Wayne, 390, Perrysburg, 1837, exploded in 1850, broken up in 1851.  
 Macomb, 100, Mount Clemens, 1837, condemned at Monroe.  
 Rhode Island, 164, Sandusky, 1837, once called the St. Clair.  
 Star, 128, Belvidere, Mich., 1837, burned at Buffalo in 1845.  
 Commerce, 80, Sandusky, 1837, broken up.  
 Mason, 33, Grand Rapids, 1837, condemned.  
 Great Western, 780, Huron, Ohio, 1838, burned at Detroit in 1839, and rebuilt.  
 Buffalo, 613, Buffalo, 1838, made a barque in 1848, and lost on Lake Michigan.  
 Chesapeake, 412, Maumee, 1838, sunk in Lake Erie by collision with a vessel in 1846.  
 Vermillion, 385, Vermillion, 1838, burned at Huron, Ohio, 5 lives lost.  
 Lexington, 363, Black River, Ohio, 1838, condemned.  
 Fairport, 259, Fairport, 1838, burned at Algonac in 1844.  
 Red Jacket, 148, Grand Island, 1838, condemned at Detroit.  
 Gen. Vance, 75, Perrysburg, 1838, exploded, 9 lives lost near Windsor, 1844.  
 James Allen, 258, Chicago, 1838, broken up.  
 Washington 2d, 380, Ashtabula, 1838, burned off Silver Creek in 1838, 60 lives lost.  
 G. W. Dole, 162, Chicago, 1838, sunk at Buffalo in 1856.  
 C. C. Frothingham, 57, Kalamazoo, 1838, exploded at Milwaukee.  
 Marshall, 51, Perrysburg, 1838, broken up.



- Wabash, 34, Perrysburg, 1838, broken up.  
 Owaskenonk, 45, Grand Haven, 1838, broken up.  
 Patronage, 56, St. Joseph, 1838, broken up.  
 Gen. Scott, 240, Huron, Ohio, 1839, sunk in Lake St. Clair by collision, in 1848.  
 Chautauqua, 200, Buffalo, 1839, sunk at Buffalo in 1848.  
 Brothers, 150, Chatham, C. W., 1839, sunk in River Thames, 1846.  
 Kent, 180, Chatham, C. W., 1839, sunk in Lake Erie by collision with steamboat London, 1845, 7 lives lost.  
 ☐ Huron, 140, Newport, 1839, dismantled in 1848.  
 Gen. Harrison, 63, Maumee, 1839, wrecked near Chicago, 1854.  
 ☐ Detroit 2d, 350, Newport, 1840, sunk in Saganaw Bay, by collision with bark Nucleus, 1854.  
 Missouri, 612, Erie, Penn., 1840, converted into a propeller barge in 1868.  
 Waterloo, 100, Black Rock, 1840, wrecked in Georgian Bay, 1846.  
 Indiana, 434, Toledo, 1841, burned at Conneaut in 1848.  
 Ben Franklin, 231, Algonac, 1842, wrecked at Thunder Bay, 1850.  
 John Owen, 230, Detroit, 1842, burned on river St. Clair, 1860.  
 Nile, 600, Detroit, 1843, wrecked at Milwaukee in 1849.  
 Union, 64, Black Rock, 1843, broken up in 1850.  
 Champion, 270, Newport, 1843, broken up.  
 Emerald, 250, Chippewa, 1844, sunk in Bear Creek in 1858.  
 Empire, 1,136, Cleveland, 1844, made a propeller barge, and lost in 1870 on Long Point.  
 Tecumseh, 259, Algonac, 1844, wrecked in 1850, formerly the Fairport.  
 J. Wolcott, 80, Maumee, burned in 1851.  
 Indian Queen, 112, Buffalo, 1844, wrecked at Dunkirk in 1846, 20 lives lost.  
 New Orleans, 610, Detroit, 1844, formerly Vermillion, lost at Thunder Bay in 1853.  
 St. Louis, 618, Perrysburg, 1844, wrecked on Lake Erie in 1852.  
 U. S. steamer Michigan, 583, Erie, Penn., 1844.  
 U. S. steamer Alert, 133, Buffalo, 1844.  
 Niagara 2d, 1,084, Buffalo, 1845, burned on Lake Michigan in September, 1856, 60 lives lost.  
 Boston, 775, Detroit, 1845, wrecked at Milwaukee, November 24, 1846.  
 Oregon, 781, Newport, 1845, burned at Chicago in 1849, while laid up.  
 Troy, 547, Maumee, 1845, wrecked at Goderich in 1860.  
 G. P. Griffith, 587, Buffalo, 1845, burned on Lake Erie in 1850, 250 lives lost.  
 Superior 2d, 507, Perrysburg, 1845, wrecked on Lake Superior, 35 lives lost, in 1856.  
 Astor, 200, Green Bay, 1845, condemned.  
 London, 456, Chippewa, 1845, made a bark called Oliver Lee, wrecked in 1857.  
 Helen Strong, 253, Monroe, 1845, wrecked near Barcelona in 1847, 2 lives lost.  
 Romeo, 180, Detroit, 1845, made a ferry boat in 1858, and taken to Toledo.  
 Albany, 669, Detroit, 1846, wrecked at Presque Isle, Lake Huron, in 1853.  
 Hendrick Hudson, 759, Black River, Ohio, 1846, burned at Cleveland in 1860.  
 Louisiana, 900, Buffalo, 1846, wrecked at Port Burwell in 1857.  
 Saratoga, 800, Cleveland, 1846, wrecked at Port Burwell in 1854.  
 Canada, 800, Chippewa, 1846, made a bark and lost on Lake Michigan in 1855.  
 Islander, 73, Kelly's Island, 1846, sunk at St. Clair Flats by ice in 1861.  
 Baltic, 825, Buffalo, 1847, made a barge in 1863.  
 Sultana, 800, Trenton, 1847, made a barge and wrecked in 1858.  
 A. D. Patchin, 870, Trenton, 1847, wrecked at Skillagalee in 1850.  
 Baltimore, 500, Monroe, 1847, wrecked at Sheboygan in 1855.  
 Diamond, 336, Buffalo, 1847, broken up at Detroit in 1860.  
 Pacific, 500, Newport, 1847, made a barge, and lost on Lake Michigan in 1867.  
 Ohio 2d, 600, Cleveland, 1847, dismantled at Erie in 1859.  
 Sam Ward, 450, Newport, 1847, made a barge, and running yet.

- Southerner, 500, Trenton, 1847, wrecked on Lake Erie in 1863.  
 Arrow, 350, Trenton, 1848, condemned in Green Bay in 1863.  
 Alabama, 600, Detroit, 1848, sunk near Buffalo in 1854.  
 Franklin Moore, 300, Newport, 1848, broken up in 1862.  
 J. D. Morton, 400, Toledo, 1848, burned on River St. Clair in 1863.  
 Empire State, 1,700, St. Clair, 1848, made a dry dock at Buffalo in 1858.  
 Queen City, 1,000, Buffalo, 1848, made a barge and lost on Lake Huron in 1866.  
 Globe, 1,200, Detroit, 1848, converted into a propeller.  
 Columbia, 167, Fairport, 1848, wrecked on Lake Huron in 1866.  
 Charter, 350, Detroit, 1848, made a propeller and lost in 1854 on Lake Erie.  
 Albion, 132, Maumee City, 1848, broken up in 1865.  
 John Hollister, 300, Perrysburg, 1848, burned on Lake Erie, rebuilt, and lost on Lake Huron.  
 Atlantic, 1,100, Newport, 1849, sunk at Long Point by collision, 150 lives lost.  
 Mayflower, 1,300, Detroit, 1849, wrecked at Point au Peltée in 1854.  
 Keystone State, Buffalo, 1849, foundered on Saginaw Bay in 1861, 33 lives lost.  
 Telegraph, 101, Truago, Mich., 1849, sunk by collision with schooner Marquette, 1859, on Lake Erie.  
 Dart, 297, Trenton, 1859, dismantled in 1866.  
 Dover, 81, Port Dover, 1859, wrecked near Port Dover in 1855.  
 Ocean, 900, Newport, 1859, made into a barge in 1867.  
 Fox, 162, Buffalo, 1859, burned at Newport, Mich., in 1863.  
 Gore, 149, Lake Ontario, 1859, dismantled at Detroit.  
 May Queen, 688, Trenton, 1859, burned at Milwaukee in 1866.  
 Arctic, 857, Newport, 1851, stranded on Lake Superior in 1860, at Huron Island.  
 Ruby, 251, Newport, 1851, broken up at Saginaw.  
 Bay City, 479, Trenton, 1851, wrecked at the Clay Banks in 1862.  
 Buckeye State, 1,274, Cleveland, 1851, burned in Buffalo, dismantled in 1857.  
 Northerner, 514, Cleveland, 1851, sunk in 1856 by collision with steamboat Forrest Queen, on Lake Huron.  
 Swan, 166, Detroit, 1851, burned at Toledo, 1852, and at Algonac in 1854.  
 Pearl, 251, Newport, 1851, broken up in 1869.  
 Plough Boy, 450, Chatham, 1851, renamed the T. F. Parks, burned in 1870 at Detroit.  
 Mazeppa, 250, Lake Ontario, 1851, wrecked on Lake Huron in 1856.  
 Minnesota, 749, Maumee, 1851, wrecked at Summer's Island, Green Bay, 1861.  
 Caspian, 1,050, Newport, 1851, wrecked at Cleveland pier in 1852.  
 Lady Elgin, 1,037, Buffalo, 1851, sunk by collision with schooner Augusta, on Lake Michigan, 1860; 400 lives lost.  
 Iowa, 981, Buffalo, 1852, made a propeller and finally a barge in 1868, lost in 1869.  
 Cleveland 2d, 574, Newport, 1852, wrecked at Two Heart River, Lake Superior, in 1  
 Golden Gate, 771, Buffalo, 1852, wrecked at Erie in 1856; 1 life lost.  
 Huron 2d, 348, Newport, 1852, in commission.  
 Traveler, 603, Newport, 1852, burned at Chicago in 1854, and at Eagle Harbor, 1865.  
 Michigan 2d, 642, Detroit, 1847, made a barge, and lost on Lake Erie in 1869.  
 Crescent City, 1,740, Buffalo, 1853, dismantled in 1859.  
 Queen of the West, 1,851, Buffalo, 1853, dismantled in 1859.  
 Mississippi, 1,829, Buffalo, 1853, dismantled in 1862.  
 St. Lawrence, 1,844, Buffalo, 1853, made a bark, and wrecked at Buffalo in 1863.  
 E. K. Collins, 950, Newport, 1853, burned at mouth of Detroit River in 1854; 23 lives lost.  
 Ariel, 165, Sandusky, 1853, burned opposite Belle Isle, Detroit River, in 1868.  
 Garden City, 450, Buffalo, 1853, wrecked near Detour, in 1854.  
 Canadian, 389, Chatham, 1853, broken up in 1868.  
 Kaloolah, 450, Buffalo, 1853, wrecked at Saugene in 1862.

- J. Whitney, 238, Saginaw, 1853, made a barge in 1867.  
 Northern Indiana, 1,470, Buffalo, 1853, burned on Lake Erie in 1856; 56 lives lost.  
 Southern Michigan, 1,470, Buffalo, 1853, dismantled.  
 Forester, 504, Newport, 1853, dismantled in 1865 and made a barge.  
 Plymouth Rock, 1,991, Buffalo, 1854, dismantled in 1857.  
 Western World, 1,000, Buffalo, 1854, dismantled in 1857.  
 North Star, 1,106, Cleveland, 1854, burned in February, 1862, at Cleveland.  
 Illinois 2d, 826, Detroit, 1854, made a barge in 1869, and lost same year on Lake Huron.  
 R. R. Elliot, 321, Newport, 1854, dismantled in 1866 and made a barge.  
 Clifton, 247, Chippewa, 1854, dismantled in 1866 at Owen Sound.  
 Forest Queen, 462, Newport, 1855, dismantled in 1866, and made a barge.  
 Planet, 1,164, Newport, 1855, dismantled in 1866 at Manitowoc, and made a barge.  
 Island Queen, 173, Kelly's Island, 1855, in commission.  
 Amity, 217, Chatham, 1856, wrecked on Long Point in 1867.  
 Magnet, 256, Saginaw, 1856, in commission.  
 Western Metropolis, 1,860, Buffalo, 1856, made a bark, and wrecked on Lake Michigan  
 in 1864.  
 City of Buffalo, 2,000, Buffalo, 1857, made a propeller, and burned at Buffalo.  
 City of Cleveland, 788, Buffalo, 1857, made a barge, and lost on Lake Erie in 1868.  
 Princess, 109, Algonac, 1858, broken up in 1869.  
 Olive Branch, 89, Detroit, 1858, broken up.  
 Gazelle, 422, Newport, 1858, wrecked at Eagle Harbor in 1860.  
 Sea Bird, 638, Newport, 1859, burned on Lake Michigan in 1868; 72 lives lost.  
 Detroit (steamship), 1,113, Buffalo, 1 59, made a propeller in 1871.  
 Milwaukee (steamship), 1,113, Buffalo, 1859, wrecked at Grand Haven in 1868.  
 Bonnie Boat, 125, Huron, Ohio, 1859, wrecked at Kincardine in 1869.  
 Comet, 385, Newport, 1860, in commission.  
 Philo Parsons, 221, Algonac, 1861, at Chicago.  
 Sunbeam, 398, Manitowoc, 1861, foundered in Lake Superior in 1863; 21 lives lost.  
 Bruce, 100, Goderich, 1862, broken up.  
 Emerald 2d, 249, Algonac, 1862, in commission at Saginaw.  
 Morning Star, 1,141, Trenton, 1862, sunk in Lake Erie in July, 1862, by collision with  
 bark Courtland; 32 lives lost.  
 Sarah Van Epps, 179, Fort Howard, 1862, in commission.  
 Susan Ward, 359, Detroit, 1862, made a barge in 1870.  
 Young America, 89, Algonac, 1862, in commission.  
 Stephen Clement, 602, Newport, 1863, made a barge in 1869.  
 Heather Bell, 149, Detroit, 1863, in commission.  
 Reindeer, 320, Saginaw, 1863, in commission, Capt. Orr.  
 Silver Spray, 269, Port Dalhousie, 1864, in commission.  
 W. J. Spicer, 446, Port Sarnia, 1864, Grand Trunk ferry.  
 L. G. Mason, 139, Grand Rapids, 1864, at Saginaw.  
 George Dunlap, 358, Green Bay, 1864, plying on Green Bay.  
 C. W. Reynolds, 171, Toledo, 1864, plying at Saginaw.  
 J. B. Smith, 141, Algonac, 1864, plying at Detroit.  
 Wave 2d, 159, Algonac, 1864, plying at Saginaw.  
 Keweenaw, 635, Marine City, 1865, plying to Lake Superior.  
 City of Toledo, 362, Toledo, 1865, plying on Lake Michigan, Capt. J. P. Hodges.  
 Waubuno, 180, Port Robinson, 1865, plying on Georgian Bay.  
 Minnie (flat), 242, Saginaw, 1865.  
 Gen. Sheridan, 100, Cleveland, 1865.  
 W. R. Clinton, 395, Marine City, 1866, plying to Saginaw, Capt. P. Kenyon.  
 City of Sandusky, 432, Sandusky, 1866, plying on Saginaw Bay.  
 Orion, 636, Manitowoc, 1866, plying on Lake Michigan.



Saginaw, 563, Marine City, 1866, plying on Green Bay.  
 Evening Star, 342, Saginaw, 1866, plying at Sandusky.  
 Mackinaw (flat), 191, Detroit, 1866, plying on the river.  
 Alpena, 617, Marine City, 1866, plying on Lake Michigan.  
 Marine City, 573, Marine City, 1866, plying to Mackinac.  
 R. N. Rice, 1,030, Detroit, 1866, plying between Detroit and Cleveland. Capt. McKay.  
 Great Western, 1,200, Windsor, 1866, iron ferry steamer at Detroit.  
 Union, 1,000, Windsor, 1866, ferry for railroads at Detroit.  
 Frances Smith, 625, Owen Sound, 1867, plies to and from Owen Sound.  
 Manitowoc, 773, Manitowoc, 1867, plies on Lake Michigan.  
 Northwest, 1,100, Manitowoc, 1867, plies to Cleveland, Capt. Viger.  
 Dominion, 221, Wallaceburg, 1863, plies to Chatham, Capt. Steinhoff.  
 Jay Cooke, 450, Detroit, 1868, plies to Sandusky, Capt. Goldsmith.  
 Dove, 427, Trenton, 1868, plies to Malden, Capt. Sloan.  
 J. K. White, 80, Cleveland, 1868, plies to Toledo.  
 Ivanhoe, 223, Buffalo, 1869, plies to Niagara River.  
 Manitoba, 800, Port Robinson, 1871, plies to Collingwood and Lake Superior.  
 Cumberland, 750, Port Robinson, 1871, plies to Collingwood and Lake Superior.  
 North Star, 300, Green Bay, 1871, plies on Green Bay route.

There were several others which plied to and from Detroit, of the smaller class, not noted in the above. The following brief mention of steamers was omitted in the foregoing. The *Cynthia*, a small steamer plying between Chatham and Malden, was burned near the latter port in 1838. The steamer *O. H. Perry* (small) burned at Sandusky in 1869. The *J. P. Ward*, 167 tons, built at Detroit in 1854, burned at Bay City in 1855, and her bottom built into a vessel. The steamers *Reindeer* and *Freetrader* (both pollywogs), Canadian boats, were lost in 1857. The former was wrecked at Big Point Au Sable, Lake Michigan, and 23 lives lost. The latter was burned at Port Stanley, C. W. The *Fremont* was burned at Sandusky in 1858. The *Sebastopol*, built in Cleveland in 1854 or 1855, was wrecked at Milwaukee in 1859, and the *Canada* 2d wrecked at Bar Point, Lake Erie, and was burned previously on River St. Clair, in 1855. The steamer *America*, built at Port Huron, and about 600 tons, was wrecked on the rocks at Dunkirk in 1854. The steamer *Bruce Mines* foundered on Lake Huron, and one life lost. The *Belle*, a small boat, built at Buffalo, and first commanded by Capt. Frank Perow, was wrecked on Georgian Bay in 1852. The *Telegraph* No. 2, formerly a lower lake boat, was burned at the head of Lake Erie in 1852, and a Canadian steamer, the *Queen Victoria*, wrecked at the head of Niagara River in 1854. A steamer called the *Atlas* was wrecked near Grand River, C. W., in 1851, and the *Wave* 1st, built at Detroit, wrecked near same place same year. The *Col. Crockett* was lost near St. Joseph in 1834. Of her career, we know nothing, she was of the smaller class. The *Mozepa* 2d was brought from Lake Ontario in 1856, and was shortly after wrecked on Lake Huron. In 1847, a steamer called the *Experiment*, brought from Lake Ontario, navigated Lake Erie, and was broken up on the Detroit River a few years since. In 1848, the *Dispatch* came from the lower lakes, and plied on Lake Erie, and eventually became a tug on the rivers. She was broken up at Chatham in 1860.

Communication between Lakes Erie and Ontario was first opened up in 1831, via Port Robinson and Chippewa, thence via Niagara River to Lake Erie. The first vessels to pass through (and they arrived simultaneously) were the British schooner *Ann* and *June*, and the American schooner *Erie* and *Ontario*. The event was duly celebrated. Subsequently, the outlet was extended to Port Colborne and to Port Maitland, on Lake Erie, the former twenty miles distant from Buffalo, the latter forty miles. The introduction of propellers on the northern lakes was first inaugurated by the arrival on Lake Erie, early in 1842, of the *Vandalia*, a sloop-rigged craft, built at Oswego, and 150 tons burden. Since that date, upward of 700 have been set afloat on the upper and lower lakes. In 1842, the *Chicago* and *Oswego*, each 150 tons burden, were built at Oswego. In 1843, the *Hercules* and *Sampson*—the former built at Buffalo, the latter at Perrysburg—were the first built on the upper lakes; the *Hercules* was 275 tons, the *Sampson* 250 tons burden. The *Emigrant* came out same year at Cleveland, 275

tons, and the Independence at Chicago, 262 tons. The Racine and New York also came out that year at Oswego. In 1844, the Porter, 310 tons, at Buffalo. In 1845, were the following: The Syracuse, of Oswego; Henry Clay, of Dexter; Island, of Kingston; Oregon, of Cleveland; Princeton, of Perrysburg; Phoenix, of Cleveland; and Detroit of Detroit. The tonnage of these last named was from 300 to 400 tons. In 1846, the following were commissioned: The James Wood, of Dexter; Genesee Chief, of Rochester; Milwaukee, formerly Vandalia, of Oswego; Ontario, of Rochester; Pocahontas, of Buffalo; California, of Buffalo; St. Joseph, of Buffalo; Earl Carheart, of Malden; Queen of the West, of Malden; Lady of the Lake, of Cleveland; Oneida, of Cleveland; Goliah, of St. Clair, Mich.; Delaware, of Black River, Ohio; Globe, of Maumee City; Odd Fellow, of Grand River, Mich., and Cleveland, of Cleveland. The tonnage of these last boats ranged from 300 to 400. In 1847, the Paugasset, Manhattan and Boston were all commissioned at Cleveland: tonnage respectively 320, 330, 350. In 1848, the Gen. Taylor, Sandusky, Montezuma and Charter Oak came out at Buffalo (the latter previously a vessel), the Republic, Monticello and Ohio at Cleveland. The following propellers have passed out of existence. There being several years during which no lake records were published, we make no attempt to furnish complete details:

Goliah, burned on Lake Huron in 1848, and 18 lives lost.

Monticello, wrecked on Lake Superior in 1851.

Henry Clay, cargo of flour, rolled over in Lake Erie in 1851.

Vandalia (Canadian), sunk by collision with schooner Fashion in Lake Erie in 1851.

City of Oswego, sunk by collision with steamboat America on Lake Erie in 1852.

Ireland, burned on the St. Lawrence River in 1852.

Sampson, cargo of flour, wrecked near Buffalo in 1852.

Oneida, cargo of flour, capsized off Erie in September, 1852, all lost--19 lives.

James Wood, cargo of flour, wrecked near Ashtabula in 1852.

Genesee, burned at Rochester, L. O., in 1852.

The Independence, wrecked on Lake Superior in 1853.

Princeton, cargo of merchandise, sunk off Barcelona in 1854.

H. A Kent, burned off Gravelly Bay, Lake Erie, in 1854.

Bucephalus, foundered on Saginaw Bay in 1854; 10 lives lost.

Boston, sunk by collision with a vessel on Lake Ontario, in 1854.

International, burned at Black Rock, N. Y., in 1854.

Cincinnati, went ashore in a gale at Point au Barque in 1854.

Westmoreland, foundered near the Manitous, Lake Michigan, in 1854, 17 lives lost.

Rossiter, lost in a gale at head of Lake Michigan in 1855.

Charter Oak, foundered in Lake Erie in 1855, 11 lives lost.

Delaware, wrecked in a gale at Sheboygan, in 1855, 10 lives lost.

Fintry, exploded off Port Stanley in 1856, 10 lives lost.

Forest City, sunk in Lake Michigan by collision with schooner Asia in 1855.

Oregon, exploded head of Detroit River in 1855, 17 lives lost.

Lord Elgin, wrecked on Lake Ontario in 1856

St. Joseph, ashore and total loss at Fairport in 1856.

Sandusky, ashore at Conneaut in 1856.

J. W. Brooks, foundered on Lake Ontario in 1856; all lost--22 lives.

Phoenix, burned on Lake Michigan, November, 1846, 190 lives lost.

B. L. Webb, burned on Lake Superior in 1856, 1 life lost.

Brunswick, foundered on Lake Michigan in 1856, 1 life lost.

Tinto, burned at Kingston, Lake Ontario, in 1856.

Charter, wrecked in a gale at Fairport in 1856.

Paugasset, burned at Dunkirk in 1856.

Protection, sunk by steamer Boston, on River St. Lawrence, in 1856.

Toledo Ist. foundered at her anchors off Port Washington, 1856, 42 lives lost.

Falcon, burned at Chicago in 1856.

Louisville, burned off Chicago in 1857, one life lost.

Republic, burned at Sandusky in 1857.  
 Oliver Cromwell, sunk in the Straits by collision with schooner Jessie, in 1857.  
 City of Superior, wrecked at Eagle Harbor, 1857.  
 Napoleon, wrecked at Saugeen, Lake Huron, in 1857.  
 St. Nicholas, wrecked at Sleeping Bear in 1857.  
 Forest City, burned off Port Stanley, C. W., in 1858.  
 Indiana, sunk in Lake Superior in 1858.  
 North America, burned at St. Clair Flats in 1858.  
 Ontario, went to California in 1850.  
 Manhattan, wrecked at Grand Marias River, Lake Superior, in 1859.  
 Oriental, cargo of provisions, lost on Skillogalee, with two wrecking pumps, in 1859.  
 Troy, foundered with cargo of wheat on Lake Huron in 1859, 23 lives lost.  
 Ohio, exploded and sunk off Erie, in 1859, 2 lives lost.  
 Milwaukee, sunk by collision with schooner J. H. Tiffany in 1859, near Skillogalee.  
 Lady of the Lakes, exploded and sunk in Lake Erie in 1859, 2 lives lost.  
 Peninsula, wrecked on Lake Huron in 1853.  
 M. B. Spaulding, burned at Forrester, L. H., in 1860; bottom made into a vessel.  
 Mount Vernon, exploded on Lake Erie in 1860, 2 lives lost.  
 Globe, formerly side wheel, exploded at Chicago in 1860, 16 lives lost.  
 Wabash Valley, stranded at Muskegon in 1860.  
 Dacotah, wrecked at Sturgeon Point, L. E., in 1860, and all lost, 35 lives.  
 Jersey City, lost by same storm, with 19 lives.  
 Ogontz, converted into a vessel in 1860.  
 Cataract, burned off Erie, Penn., in 1861, 4 lives lost.  
 L. L. Britton, stranded off Calumet, Lake Michigan, in 1861.  
 Banshee, sprung a leak and sunk off South Bay, Lake Ontario, 1861, 1 life lost.  
 Oshawa, went ashore at South Bay, Lake Ontario, 1861.  
 Gen. Taylor, wrecked at Sleeping Bear, Lake Michigan, in 1862.  
 Bay State, sunk in Lake Ontario in 1862, all hands lost—22 lives.  
 Pocahontas, wrecked at Long Point, Lake Erie, in 1862.  
 Euphrates, wrecked on Sandusky Bar in 1862.  
 C. Mears, sunk by collision with propeller Prairie State in Lake Michigan in 1862.  
 B. F. Bruce, burned near Port Stanley, Lake Erie, in 1862.  
 California, wrecked on Gull Island Reef, Lake Erie, in 1862.  
 Jefferson, dismantled at Cleveland in 1863.  
 Detroit 1st, dismantled and made a barge in 1863.  
 Globe 1st, burned and sunk in Saginaw Bay in 1863, resurrected and made a barge.  
 Vermont, sunk in Lake Erie, by collision with propeller Marquette, in 1863.  
 Water Witch, lost in Lake Huron, with all hands, in 1863, 20 lives lost.  
 Nile, exploded at Detroit dock in 1864, 6 lives lost.  
 Racine, burned off Rond Eau, 1864, bottom made a bark; 8 lives lost.  
 Sciota, sunk in Lake Erie by collision with propeller Arctic, in 1864, 9 lives lost.  
 Ogdensburg, sunk in Lake Erie by collision with schooner Snowbird, 1864.  
 Kenosha, burned near Sarnia in 1864.  
 Pewabic, sunk in Lake Huron by collision with propeller Meteor, 1864, 100 lives lost.  
 Illinois, sunk at Point au Pellee by collision with propeller Dean Richmond, in 1865.  
 Steckman, burned at Bear Creek in 1865.  
 Brockville, wrecked at Big Point Au Sable Lake Michigan 1865, 3 lives lost.  
 City of Buffalo, burned at Buffalo in 1866.  
 Mary Stewart, wrecked at Grand Haven in 1866.  
 Whitby, lost on Lake St. Francis in 1866.  
 F. W. Backus, burned at Racine in 1866.  
 Wisconsin, burned on Lake Ontario in 1867, 50 lives lost.  
 Acme, wrecked in a gale off Dunkirk 1867.



North, burned on River St. Clair 1867.

Antelope, burned at Buffalo 1867, made a steam barge.

Portsmouth, wrecked on Middle Island, Lake Huron, 1867.

Owego, wrecked off Barcelona in 1867, 5 lives lost.

Sunnyside, wrecked at Pine River, Mich., 1867.

Genesee Chief, burned at Detroit in 1868, made a barge.

Gov. Cushman, exploded at Buffalo in 1868, 12 lives lost.

River Queen, burned at Marine City in 1868, made a tug.

Hippocampus, burned on Lake Michigan, 1868, 26 lives lost.

Perseverance, burned on Lake Ontario, 1868, 14 lives lost.

Congress, (formerly Detroit 2d), wrecked at Thunder Bay, 1868.

Queen of the Lakes, burned at Marquette, 1869.

Boscobel, burned on River St. Clair in 1869, 3 lives lost.

Forrest Queen, sunk by ice off Clay Banks 1869.

Omar Pasha, burned at Muskegon, 1869.

Avon, wrecked at Presque Isle, Lake Huron, 1869.

Hunter, sunk by collision with propeller Comet in Detroit River, 1869.

Belle, burned off Port Washington, 1869, 2 lives lost.

Colonist, sunk in Lake Huron with valuable cargo, 1869.

Equator, wrecked at North Manitou, Lake Michigan, 1869.

Free State, wrecked on Graham Shoals, 1871, valuable cargo.

Anna Horton, wrecked at Kincardine in 1871.

R. G. Coburn, foundered on Saginaw Bay, 1871, valuable cargo, 42 lives.

Navarino, (new) burned at Chicago in 1871.

Evergreen City, wrecked at Long Point, 1871.

Alex. Watson, burned on River St. Clair, 1871.

J. Barber, burned on Lake Michigan, 1871, 2 lives lost.

From the foregoing, which, as previously stated, mentions those only which have become extinct, and by no means includes all, owing to absent records, including 1870, of which no report was given, it appears there were 45 propellers burned, 10 lost with all hands, 7 exploded, and 120 total losses, besides 544 lives lost. The history of the Lake Marine from 1871 to the present time is summarized for the chronological table. Like the commerce of the lakes, it has increased rapidly, not so much in number, as in magnificence of the vessels employed.

#### LIGHT-HOUSES

The light-houses along the lake and river front of St. Clair are in the Eleventh Inspection District, which embraces all the northern lakes. The aids to navigation on the river and lake front of St. Clair County include the light-house at the head of the Old Cut, at South Pass, in latitude 42° 00' 33", longitude 82° 12' 30", built in 1859; the Beacon, built in 1859, 1,000 feet from South Pass; two lights on the St. Clair Flats Canal, built in 1871, and the Fort Gratiot light, built in 1825, rebuilt in 1862, in latitude 42° 00' 22" north, longitude 82° 21' 44" west. In connection with this light is an eight inch steam fog whistle, a description of which is given in the history of Fort Gratiot. These aids to navigation on the St. Clair River, come next in order of usefulness to the improvements of the river and canal at the St. Clair Flats.

## FINANCES AND STATISTICS.

The true beginning of the Age of Progress in Michigan must be credited to the period in which it assumed the name and importance of a State. A financial mania was abroad. This distemper seized upon the Legislature in 1835-37. They enacted a system of internal improvement without a parallel in the grandeur of its conception. They ordered the construction of hundreds of miles of railroad, crossing the State in all directions. This was surpassed by the river and canal improvements. There were a few counties not touched by either railroad or river or canal, and those were to be comforted and compensated by the free distribution of money among them. To inflate this balloon beyond credence, it was ordered that work should be commenced on both ends of each of these railroads and rivers, and at each river crossing, all at the same time. The appropriations for these vast improvements were over \$5,000,000, and Commissioners were appointed to borrow the money on the credit of the State. Remember that all this was in the early days of railroading, when railroads were luxuries, that the State had whole counties with scarcely a cabin, and that the population of the State was less than 200,000, and some idea can be formed of the vigor with which those brave men undertook the work of making a great State. In the light of history, I am compelled to say that this was only a premature throb of the power that actually slumbered in the soil of the State. It was Hercules in the cradle.

From this rash enterprise sprung a sound financial policy, which belonged not only to the State Legislature, but also extended to the county and township boards throughout Michigan.

In 1857, as spring graduated into summer, appearances failed to indicate the coming of the storm that threatened to involve the entire country in ruin. During the latter part of August, the suspension of the Life Insurance and Trust Company at Cincinnati, with liabilities quoted at \$5,000,000, came with unexpected suddenness, and created a havoc in financial circles from which recovery has only been accomplished after years of industry, pluck and unshaken confidence. This crash was succeeded by others, as is well known, with similar depressing and ruinous results. These warnings preceded the advance of the foe into the West, and caused people to reflect on what might be in store for them. There were many, doubtless, admonished of what was coming, but a majority, flattering their peace of mind with the thought that the city and county would escape unscathed, declined to outline their connections regarding impending troubles until too late to provide any remedy to mitigate their severity. There were some, however, who saw the horizon dark and portentous with the coming storm, and put their house in order to resist its violence. When it came, as a consequence, if not protected entirely, they were sufficiently so to escape permanent paralysis. Its immediate presence was first manifested by the falling off in trade, the absence of new arrivals, the depreciation in property values, and other signs of coming calamities which, though strange to the West and her people, carried with them a dread of what was to follow in their wake. Soon after, more pronounced symptoms were to be observed. Lots and lands were without markets, and none but the choicest of either were worth the cost of assessment. Visionaries, who had dwelt in castles constructed by fancy, fled from the scene of their creations, repelled at the storm which they had aided in provoking. Substantial merchants, who heard the muttering, hastily, and in every instance when it was too late, sought to take their battlements and ascertain how far they could be driven from their ramparts and yet survive. Neither and neither approached the crisis, closer and closer came the advance of that intangible agency which was to wreck so many hopes, strand so many enterprises and convert the fruit of years of labor to an adversity, both remediless and hopeless. The crash succeeded these premonitions of its coming, and carried all before it. Hundreds were retrovally ruined in an hour, and men, who celebrated themselves upon the possession of resources, ascertained, when beyond salvation, that those resources

were unavailable. Some survived, but the majority went down in the storm, and were heard of no more.

The events which followed this crisis are familiar to many who are alive to-day. Gloom and discouragement usurped the places of hope and prosperity. Farm lands were cultivated only that the necessities of life might be harvested. In some remote instances they lay idle. There was no money in the country, and this absence of a circulating medium prevented the sale of crops. Merchants for similar reasons were unable to buy or sell commodities, and the most terrible distress followed, threatening almost permanent poverty, if not complete annihilation. In 1861, when the war broke out, there was a brief revival of business and exchange for a season, which gave a temporary impetus to trade, but in a brief time, business resumed its sluggish channel. Thus were cast the lines of life throughout the county. Inquiry was instituted to discover, if possible, the cause of these unfortunate effects, and the endeavor made to ascertain if their recurrence could be prevented. In all former revulsions, it was reasoned, the blame might be fairly attributed to a variety of co-operating causes, but not in the case under consideration. There were no patent reasons for the failures, of which that of the Trust Company was the beginning—a failure unequalled in its extent and disastrous results since the collapse of the United States Bank. Reasonings induced the conclusion that the ruin which at one time hung over the country and the people was due almost entirely to the system of paper currency and bank credits, exciting wild speculations and gambling in stocks. So long as the amount of the paper currency, bank loans and discounts of the country should be left to the discretion of irresponsible banking institutions, which, from the very law of their nature, consult the interests of the stockholders rather than the public, a repetition of these experiences would come at intervals. This had been the financial history of the country for years 1817, 1837, 1857. It had been a history of extravagant expansions, followed by ruinous contractions. At successive intervals the most enterprising men had been tempted to their ruin by bank loans of mere paper credit, exciting them to speculations and ruinous and demoralizing stock operations. In a vain endeavor to redeem their liabilities in specie, they were compelled to contract their loans and their issues, and when their assistance was most needed, they and their debtors sank into insolvency.

Deplorable, however, as were the prospects, the people indulged in bright hopes for the future. No other nation ever existed that could have endured such violent expansions and contractions of the currency, and live. But the buoyancy of youth, the energies of the people, and the spirit which never quails before difficulties, enabled the country to recover from its financial embarrassment. Its coming was long delayed, but it came at last and dissipated the troubles existent, without permitting the people to forget the lesson these troubles inculcated. The wheat crop of 1861 was sold for gold and silver, and though the price paid was comparatively less than was expected, it was the beginning of the end of the crisis. As the war continued, and fresh levies were made upon the State and county, the demand for supplies increased proportionately, and necessitated their production. The demand augmented almost with every month, until in 1863 it had become so generous that it seemed as if the denials and privations of the people were about to yield precedence to days of plenty. The crops were constantly on the move, money became easier, and merchants experienced difficulty in keeping pace with the wants of their customers. Lands increased in value, and the area upon which cultivation had been wholly or in part abandoned, was replanted and harvested with profit. The towns also revived under these benign influences, and that better days had come indeed was a conclusion both cheerful and universal. The experiences through which this people passed in these years of woe were not, however, without results to the county and city, which have proved advantageous and beneficial. Speculators, adventurers, soldiers of fortune and visionaries were weeded out. The dross was separated from the pure gold; the country was shorn of its superficial inhabitants, and men only remained, consoling compensations for the ruin that had been wrought, who are motive powers by which communities are sustained and character for manhood and integrity created. The decade in which were included occurrences of which mention has been made, consisted of a series of years, characterized by events, as has been seen, which tended to the civilization of the age, the education of the world by exam-



ple, and the discipline of humanity by experience. Commencing at a period in the history of St. Clair County when the days of trial were yielding place to more auspicious seasons, running the gantlet of an experience both varied and checkered, and closing amid surroundings calculated both to encourage and approve, illustrate how nations, peoples, and communities, like individuals, are subject to causes and motives as incomprehensible as they are irresistible. The dullness of 1873 reached its climax in 1877, and the third panic was a reality. This last and most serious season of depression continued from 1873 to 1879, when the revival in all branches of trade restored confidence.

During the war, the county subscribed men and money to meet the levies made upon her resources for material to be sent to the field and for other purposes. The sums appropriated amounted to \$322,719.89; but between 1857 and 1865, the exits were more numerous than the arrivals. In the latter part of the war, lumber appreciated in value and attracted a number of new-comers. In 1867, villages were laid out. Between 1860 and 1870, villages improved gradually; but until 1876, or thereabouts, the increase in population, development of the country and building up of the villages, was so gradual as to be scarcely perceptible. During the decade succeeding 1866, remarked one of the oldest settlers in the county, there have been more arrivals and more business than during the period of the county's growth prior to that date. This was due to the railroad and other improvements which were completed in those years, and attracted a generous immigration, principally from Maine and New York, who located in villages where they became merchants and professionals, or in the lumber districts and on farms. To-day the population of the county is not far from 50,000. Yet there is a large number of towns only partially settled, and only portions of the county available for agricultural purposes utilized therefor. The facilities for getting to and from the outside world are excellent by turnpike roads, railway lines and steamboats. What the statistics may show in 1900 is a matter on which imagination alone may speculate. The prospect points out a county rich in everything.

#### DECENNIAL CENSUS

Year 1810, 100; 1820, 500; 1830, 1,115; 1840, 4,606; 1850, 10,411; 1860, 26,814; 1870, 36,759; 1880, 45,685.

In 1840, the population of St. Clair County was 4,606, distributed throughout the various towns. Five years later it reached 7,680, as shown in the following list, giving the returns of 1845: Port Huron, 1,198; St. Clair, 1,009; China, 870; Cottrellville, 727; Clyde, 483; Burtchville, 355; Ira, 392; Clay, 509; Lexington, 868; Columbus, 315; Wales, 114; Berlin, 176; Riley, 234; Polk, 72. Of this total 4,203 were males and 3,359 females; 19 Africans, 2 lunatics; 2 mutes; 12 males and 6 females over 75 years.

In 1850, the population was 10,411, increased to 16,800 in 1854. The increase is remarkable; over fifty per cent in four years:

	1850	1854		1850	1854
Berlin	176	772	Cottrellville	903	1,142
Brockway	114	883	Hamlet, new town		437
Burtchville	355	1,009	Ira	597	866
Casson	300	526	Lyons	35	167
China	870	1,219	Port Huron	2,197	3,388
Clay	509	932	Riley	311	493
Clyde	483	1,038	St. Clair	1,728	3,380
Columbus	315	639	Wales	189	411

Population in 1840, of St. Clair and Sanilac Counties then united, was 4,606.

The census returns of 1850 as compared with those of 1840 and 1845 show an increase of population in this county which is truly astonishing. In 1840, the population of the whole county was 4,619. In 1845, it was 7,562, showing an increase in five years of 2,943. In 1850, the population of St. Clair was 10,411, from which Sanilac, containing 2,115 inhabitants, had been cut off since 1845. The increase, therefore, in what was St. Clair County in 1845, was in five years 4,964, the whole population of St. Clair and Sanilac Counties in 1850 being 12,576, and the whole increase since 1840, 7,907.

The following is the number of inhabitants in each town and city in St. Clair County,

according to the census taken August, 1864. Brockway, 792; Burtchville, 1,695; Berlin, 963; Clay, 1,327; Columbus, 1,028; Casco, 759; China, 1,443; Cottrellville, 1,930; Clyde, 1,123; East China, 204; Emmett, 854; Greenwood, 625; Ira, 1,072; Kimball, 715; Kenockee, 783; Lynn, 457; Mussey, 806; Port Huron City, 4,015; Port Huron Township, 1,470; Riley, 1,750; St. Clair City, 1,675; St. Clair Township, 1,659; Wales, 1,100. Total, 27,480.

The returns as given in the Census Statistics for 1880 and 1870 are as follows:

TOWNSHIPS.	1880.	1870.	TOWNSHIPS.	1880.	1870.
Berlin.....	1283	1231	Greenwood.....	1568	898
Brockway.....	1839	1330	Ira.....	1645	1580
Burtchville.....	752	726	Kenockee.....	1591	1229
Casco.....	2212	1991	Kimball.....	1429	1091
China.....	1628	1637	Lynn.....	788	539
Clay.....	1523	1475	Mussey.....	1746	1117
Algonac Village.....	754	754	Port Huron.....	1010	832
Clyde.....	1252	1146	Port Huron City.....	8883	5973
Columbus.....	1327	1218	Riley.....	2002	1664
Cottrellville.....	2904	2372	St. Clair.....	1996	2002
Marine City.....	1240	1240	St. Clair City.....	1923	1790
East China.....	337	297	Wales.....	1820	1358
Emmett.....	1480	960			
Fort Gratiot.....	1902	1032			
Grant.....	1357	1143		46197	.....

## MILITARY EXPENDITURES 1861-67.

The amount expended by the county for the relief of soldiers' families from 1861 to 1867 was \$89,427.99, together with a sum of \$233,291.90 appropriated for war purposes from 1861 to 1866. In the military history of the county, full statistics are given.

## EQUALIZATION AND ASSESSMENT FOR 1881 AND 1882.

TOWNSHIPS.	Acres.	Real Estate as Assessed.	Real Estate as Equalized.	Personal as Assessed.	Total as Assessed.	Total as Equalized.	State Tax.	County Tax.	Town Tax.
Brockway.....	22,248	401,155	341,370	70,378	471,533	411,748	\$ 823 50	\$1,235 24	.....
Berlin.....	22,935	451,250	350,860	46,380	497,630	397,240	794 48	1,191 72	\$1,330 50
Burtchville.....	10,050	158,350	106,850	14,384	172,734	121,234	242 47	363 70	500 00
Clay.....	10,000	180,590	180,000	48,423	229,013	228,423	465 85	685 27	327 50
Columbus.....	22,644	439,075	318,100	40,500	479,575	358,600	777 20	1,075 80	1,015 00
Casco.....	22,755	420,470	350,000	45,680	466,150	395,680	791 36	1,187 04	961 50
China.....	20,965	158,540	393,600	47,070	502,945	440,670	881 34	1,322 01	690 00
Cottrellville.....	15,811	566,330	518,650	81,350	727,700	600,000	1,200 00	1,800 00	1,050 00
Clyde.....	25,000	184,165	339,300	47,193	511,658	386,193	772 99	1,159 48	1,059 00
East China.....	3,833	134,655	120,000	18,205	152,860	138,205	276 41	414 62	90 00
Emmett.....	22,058	268,700	256,000	77,160	345,860	333,160	666 32	999 48	494 63
Fort Gratiot.....	13,067	381,925	337,700	25,440	410,365	366,140	732 28	1,098 42	1,550 18
Greenwood.....	22,773	297,125	282,400	30,365	327,590	312,765	625 53	938 30	606 35
Grant.....	19,072	285,680	356,900	55,540	449,020	412,240	824 48	1,236 72	407 00
Ira.....	11,173	179,085	144,500	34,255	213,340	178,755	357 51	536 27	230 00
Kimball.....	25,040	317,945	216,460	34,865	352,810	251,325	502 65	753 98	600 00
Kenockee.....	21,228	298,090	334,700	26,470	319,560	361,170	722 34	1,083 57	1,446 43
Lynn.....	21,008	214,600	139,000	26,470	241,070	165,470	330 94	496 42	565 00
Mussey.....	22,186	327,780	222,100	68,675	396 165	290,785	581 57	872 36	1,111 65
Port Huron.....	10,128	123,400	226,700	28,675	152,075	255,375	410 75	766 13	243 00
Port Huron City (1st Ward).....	10	572,975	386,900	201,825	774,800	588,725	1,177 45	1,766 18	.....
Port Huron City (2d Ward).....	10	890,375	598,380	279,700	1,170,075	878,080	1,756 16	2,634 24	.....
Port Huron City (3d Ward).....	10	184,225	317,880	111,600	595,825	429,480	858 96	1,288 44	.....
Port Huron City (4th Ward).....	150	501,200	332,780	67,525	568,725	400,305	800 01	1,200 92	.....
Port Huron City (5th Ward).....	120	444,125	262,500	34,525	477,950	297,025	594 05	891 08	.....
Port Huron City (6th Ward).....	350	334,665	199,200	30,075	364,740	229,275	458 55	687 83	.....
Riley.....	25,800	531,970	395,200	82,080	614,050	477,280	954 56	1,431 84	1,350 00
St. Clair Town.....	24,000	535,525	458,000	49,540	585,065	507,540	1,015 08	1,522 62	835 00
St. Clair City (1st Ward).....	63	327,100	199,080	119,565	446,665	318,645	637 27	955 94	.....
St. Clair City (2d Ward).....	481	267,320	174,300	73,220	340,540	247,520	495 04	742 56	.....
Wales.....	25,320	337,400	271,980	37,755	375,055	361,735	723 47	1,085 21	805 00
Total.....	432,464	\$11,695,675	\$9,183,390	\$1,957,688	\$13,735,473	\$11,141,088	.....	.....	.....

## DEALERS IN SPIRITUOUS LIQUORS

The following statement showing the names of persons dealing in liquors, their places of business and the amount of tax paid by each, published in accordance with Section 10, Act 268, Session Laws of 1879, prepared by M. E. Carleton, in December, 1881, is as follows:

*Selling Spirituous Liquors.*—Herman Springbone, Marine City, \$45; James Buckley, Emmet, \$50; William Roberts, Emmet, \$100; Roberts & Walsh, Port Huron City, \$200; James Chuff, Port Huron City, \$200; Gay & Co., Port Huron City, \$200; O. H. Ewer, Port Huron City, \$200; Benjamin J. Karrer, Port Huron City, \$200; J. D. Whitney, Port Huron City, \$200; D. J. Mulligan, Port Huron City, \$200; J. W. Magee, Port Huron City, \$183.33; Richard Lund, Port Gratiot, \$200; Alex McArthur, Port Gratiot, \$200; Joseph Ladfrey, St. Clair City, \$200; Andrew Eber, St. Clair City, \$200; Rotsey & Carleton, St. Clair City, \$200; Oakland House, St. Clair City, \$150; James Maverty, Memphis, \$200; John McDonald, Marine City, \$200; Michael Dibbler, Marine City, \$123.75; John L. Robertson, Marine City, \$150; Frank Dornoff, Marine City, \$90; Mrs. F. C. Langer, Marine City, \$90; Herman Springbone, Marine City, \$123.75; George Christie, Ira, \$200; John W. Jacob, Ira, \$200; Charles Fortin, Ira, \$117.50; Burnet Conklin, Smith's Creek, \$150.

*Selling Brewed or Malt Liquors.*—O. K. Dodge and H. Griswold, Brockway Center, \$21.67; Charles C. Hodgson, St. Clair City, \$21.67; Lewis Presley, Lynn, \$19.84; John Deloye, Port Huron City, \$64; Henry Reaver, Fort Gratiot Village, \$65; Charles Nelson, Port Huron City, \$65; F. Charles Eichhorn, Port Huron City, \$65; William Murray, Port Huron City, \$65; E. B. Parsons, Port Huron City, \$65; George A. Cameron, Port Huron City, \$65; Mary Ann Taylor, Port Huron City, \$65; Charles Dee, Port Huron City, \$65; John P. Hoffman, Port Huron City, \$65; Anton Wagner, Port Huron City, \$65; Robert Philbrick, Port Huron City, \$65; August Krenkie, Port Huron City, \$65; George J. Bradley, Port Huron City, \$65; John D. Wright, Port Huron City, \$65; Henry Burde, Port Huron City, \$65; John Meyer, Port Huron City, \$65; Patrick McElroy, Port Huron City, \$65; R. J. Jackson, Greenwood, \$65; Come Allen, Algona, \$65; John E. Antons, Marine City, \$65; Frank Dornoff, Marine City, \$65; Michael Dibbler, Marine City, \$65; Herman Springbone, Marine City, \$65; Elton J. Hall, St. Clair City, \$65; Joseph Winneger, Fort Gratiot Village, \$65; Catherine Langer, Marine City, \$65; Robert Grenny, Fort Gratiot Village, \$65; Isaac C. Cooper, Fort Gratiot Town, \$65; John Deloye, Port Huron City, \$65; Robert Judge, Port Huron City, \$65; George Grimmer, St. Clair City, \$65; Gage M. Cooper, Port Huron Town, \$65; Christian Lauth, Port Huron City, \$65; Gotlob Andrea, Port Huron City, \$65; Moses H. Leyerer, Port Huron City, \$65; George Stortz, Port Huron City, \$65; Philip Stenshorn, Port Huron City, \$65; Adam Dietz, Port Huron City, \$65; Tacea & Co., Port Huron City, \$65; Wesley Burt, Capac, \$65; Charles E. Stewart, Port Huron City, \$65; John S. Brown, St. Clair City, \$65; Joseph Nehman, Capac, \$65; Thomas Rapley, Brockway Center, \$65; D. M. Church, Brockway Center, \$65; John Walsh, Port Huron City, \$65; John Walsh, Port Huron City, \$65; R. B. Elliott, Port Huron City, \$65; John Dornoff, Marine City, \$65; Joseph Sailer, St. Clair City, \$65; Thomas Forbes, Port Huron City, \$65; Patrick Gallagher, Port Huron City, \$65; Conrad Elspass, St. Clair City, \$65; James Marshall, Marine City, \$65; Davis & Bice, Brockway Center, \$65; Thomas Murray, Port Huron City, \$65; Butler & O'Neill, Emmet, \$65; Martin Pfanner, Kimball, \$65; George Holstein, Casco, \$65; Hiram Bartlet, Smith's Creek, \$65; Joseph Streit, Casco, \$65; Ferdinand Bombaunis, Port Huron City, \$65; Charles Fortin, Ira, \$65; Joseph Collins, Brockway, \$65; Patrick Day, Brockway, \$65; Herman H. Tyrrell, Port Huron City, \$54.20; Henry J. Bradbeer, Brockway, \$65; Henry Gushman, Brockway, \$65; David Fitzgibbons, Fort Gratiot Village, \$59.60; David Jackson, Capac, \$54.20; Gustave Roth, Marine City, \$54.20; W. E. O'Neill, Emmet, \$54.20; Edward Sexton, Brockway, \$48.75; Joseph Shurer, Birchville, \$65; Joseph Miller, Marine City, \$65; George Allen, Port Huron City, \$13.34; Michael Magner, Brockway, \$13.34; George Jackson, Port Gratiot, \$100.

*Wholesale Dealers.*—Roberts & Walsh, spirituous liquors at wholesale, Port Huron, \$140; Charles Sanberg, manufacturing brewed or malt liquors in quantities not exceeding 1,500 barrels per annum, Port Huron, \$65; Christian Kern, manufacturing brewed or malt liquors in quantities not exceeding 1,500 barrels per annum, Port Huron, \$65; John Shinkert, manufacturing brewed



or malt liquors in quantities not exceeding 1,500 barrels per annum, St. Clair City, \$65; Joseph Schwalm, manufacturing brewed or malt liquors in quantities not exceeding 1,500 barrels per annum, St. Clair City, \$65; James Marshall, manufacturing brewed or malt liquors in quantities not exceeding 1,500 barrels per annum, Marine City, \$65.

The druggists who filed bonds were Robert J. Burwell, Fort Gratiot; C. J. Doswell & Co., Algonac; Ward H. Hurd and Nancy Backus, Marine City; A. F. Millikin, George J. Ward and A. A. Currie, St. Clair City; Edwin C. Martin, Capac; E. P. Tibbals, Port Huron City.

#### SOCIAL STATISTICS.

The whole number of deaths in the county, during the year 1871, as taken from the records in the County Clerk's office, was 337. In 1870, there were 299 deaths, showing an increase over the previous year of 38. The records show quite a number to have attained a ripe old age. In the town of Berlin, Rachel Doty reached the age of eighty-two years seven months and four days. Columbus appears to be the most healthy town in the county, as three-fourths of the deaths there were at an age in advance of the average life of man. Here are a number of the older ones: Mary Barling, seventy-two years; Eleanor Harrison (single), seventy-nine; Alexander Allen, seventy-five; Abey Waterloo, eighty-two; Chloe Rumsey, seventy-five; Ezekiel Appleman, sixty-two. The greatest age attained by any one in Fort Gratiot was that of Jabez Meigs, who was ninety-five years five months and fifteen days old. In Casco, about two-thirds of the deaths were children under the age of fourteen. In Clay, we find the death of Mrs. Wellman recorded at the age of eighty; and in Cottrellville, that of Mrs. Margaret Flug at eighty years and ten months; and John Staley, eighty years eight months and twenty-five days. To Port Huron City belongs the honor of the death of the oldest person in the county, that of Catherine McGowan at one hundred and six years. The death of Elizabeth Prior, of St. Clair, is reported at ninety-four.

The whole number of births during the year 1871 was 957. During the previous year, there were 1,045, showing a decrease of eighty-eight. Port Huron City, with a population of a little over 6,000, in 1871, returns 165 births, while the lazy township of the same name, with a population of nearly 1,000, only returns two. Casco, with a population of 2,000, made a fruitful return of seventy-seven; Ira, sixty-nine, with a population of 1,600. Mussey, a very unassuming town, only returned nine, with a population of 1,200.

The number of marriages recorded for the year 1871 was 352. In 1870, the number recorded was 339.

Except in the case of octogenarians, the death rate is proportionate to the population at the present time: while the number of marriages and deaths is proportionately greater.

#### INTERNATIONAL COMPARISONS.

There cannot be a comparison drawn between the United States and any other nation on the face of the globe; for the reason that the Republic is still in her formative condition, and while in such a state has made advances beside which the progress of all other countries appears as nothing. Since such opportunity for comparisons is denied in this connection, another controversial channel was found open. Localities were chosen, and in the war of words which ensued, the interests of the American side were upheld. The ambitious, free and reasonably happy newspaper press of the little Confederation beyond the St. Clair, urged on this local combat, to which the Port Huron *Times* replied as follows: "As to the statement that the Canadian side of the St. Clair River has prospered while the American side has retrograded, the answer is that it is not true. Any person sailing up or down the St. Clair River on a clear day, will observe on both sides of the river the decaying ruins of buildings at various points, but this difference will be noted: On the American side the ruins are almost entirely old saw-mills, while on the Canadian side it is the villages that are 'going to seed.' On the American side, it will also be noticed, there are extensive ship building and other industries, while the towns show signs of continued and renewed prosperity. On the Canadian side the farms generally look well, but there is nothing else indicating activity or prosperity. The signs of decadence on the American side are due almost entirely to the decline of the lumbering industry, by rea-

son of the exhaustion of the timber lands in the vicinity. Thirty or forty years ago the lumbering business on the American side of the St. Clair River far exceeded that on the Saginaw. Now there is nothing left of it; nor can the people be held in any way responsible for its disappearance. The whole section of country bordering on the St. Clair River has seen three stages of life and activity since it became settled by white men. The first was in the Indian trading days. As the interior of the State began to fill up with settlers, it became a great lumber cutting and shipping point, and also entered largely into ship building. As the timber disappeared, more attention was paid to farming, but a large portion of the adjacent territory is still in its infancy as a farming country. What its future is to be is not in all respects clear, but largely commercial, no doubt, with a large portion of the river front devoted to fine country houses, hotels, and summer residences. The era of permanent manufacturing establishments along the river has hardly opened, but that its manufacturing industries will be important in the future, there can be no doubt."

#### A PAIR OF PIONEER LETTERS.

The means employed to open up the county to settlement, and to place within reach of the settlers the advantages which the post office offers, are portrayed in the following letters:

The first letter was addressed to Z. W. Bunce by Gen. Cass. It refers to the laying out of the Gratiot Turnpike, and the establishment of a post office at St. Clair:

WASHINGTON, February 6, 1826.

DEAR SIR: I received your letter with the accompanying papers a few days since. You will have ascertained ere this that we have attempted to do as much for you road as for any other. The whole subject has been before the military committee, and they have unanimously reported that it is proper to lay out and make these roads. It is impossible, of course, to predict what will be the result of any particular measure where so numerous a body as Congress is called upon to decide it. But we are sanguine in the belief that all three of the roads proposed will be eventually established and made.

A mail will be established to St. Clair, and the office you ask for created.

I do not know whether our Council is yet appointed. In fact, it is about as easy to ascertain in Detroit what is doing here, as it is in Washington.

I am glad to learn that you have secured the land which you deemed important, and I sincerely hope you will be successful in your enterprise. With much regard, I am, dear sir, your obedient servant.

LEWIS CASS.

The second letter deals with the establishment of offices at Burchville and Lexington:

WASHINGTON, December 26, 1841.

DEAR SIR:—On examining the papers at the Post Office Department in relation to the desired post office at Burchville and Lexington, I find on the Burchville papers that the department requires a competent person to agree to carry the mail for the proceeds of the office. If I recollect right, I wrote to some one last year to that effect, and I supposed it had been done during the recess. The other application to Lexington was refused.

I was informed at the department that all that was required was the name of some suitable person to contract to carry the mail, etc. The clerk also informed me that he thought both routes or offices would be established if the same or some other person would also contract to carry the mail to Lexington. May I request you to consult with the persons interested, and let me know as soon as convenient?

We are in the midst of the holy days, and, of course, doing nothing good; perhaps the more time that is called away the better, as it may prevent doing worse in the way of legislation. The Texas question is the one on which we shall have most trouble. There is a great disposition to put down the rates of postage, and I hope it will succeed. The rates will be five and ten cents under and over 500 miles. We do not know yet who will be the members of the new Cabinet. I presume Mr. Polk hardly knows himself. We have mild and beautiful weather, and I hope it is as good in Michigan. Remember me to all friends. Yours truly,

D. B. HENNINGSON, Esq.

JAMES B. HUNT.

#### POORHOUSE AND FARM.

The average number of poor received in the poor-house of the county during the year ending September, 1881, was 4917. The whole number was 49, comprising 56 males and 14 females, of which total 13 were under sixteen years of age. There were 4 lunatics and 2 mute persons. Again this total was made up of 23 Americans, 8 English, 10 Irish, 1 Scotch, 14 Germans, 3 Swedes and 11 Canadians. The number of persons who received outside relief was 1,003, and the number receiving assistance in every form, 1,090. There were 12 in the State Insane Asylum, 4 in the Deaf and Dumb Institute, and 1 in the Blind Institute. The whole amount expended in the care and relief of the poor, was \$10,563.22, all derived from the poor fund, with the exception of \$2,610.00 paid from other funds. The expenses of the house and farm for the year, were \$3,371.62, or \$48.17 for each poor person. The expenditures for tem-

porary relief were \$10,313.70. The total value of paupers' labor was \$300, and of farm products, \$1,674. The total value of farm and appurtenances was \$15,567.

#### SCHOOLS.

Within a few years after the treaty of Saginaw, when the Indians of that quarter expressed themselves in favor of the blacksmith, Jean Provencal, and against the missionary, Mr. Hudson, we find a missionary school opened near Fort Gratiot, with John S. Hudson, Mrs. Hudson, John Hart and wife, and Miss Osmer, teachers. This school was opened in 1821, when to the astonishment of the corps of teachers, an Indian would not venture near the establishment. The Ojibwes of the St. Clair heard from their brothers of Saginaw anything but favorable reports of the Indian missionary school system, and accordingly kept aloof. In 1822, the half-breed Graveraet, or Javerodt, was employed as interpreter, and fifty or sixty Indian urchins prevailed upon to enter a course of study. Each pupil was provided with a pointed cane, and with this formed letters and figures in the sand, from copy written on the wall. This school continued in operation until the missionary teachers were removed to Mackinac, three years later, whither thirty Indians followed them.

The number of children belonging to the several school districts of St. Clair in 1841, and the number of districts in each township are set forth as follows: Berlin (five districts) 76; Clay (three) 98; Clyde (one), 35; Riley (one), 12; Columbus, (one), 15; China (five), 155; Cottrellville (two), 149; Lexington (two), 36; Port Huron (two), 82; St. Clair (three), 101. Total 759.

The number of school districts in St. Clair County in 1847, was 65, but reports were received by the Superintendent of Public Instruction from 54 only. Number of children between four and eighteen years of age reported, 2,865; number that have attended school, 1,901; under four years of age 44, over eighteen years of age, 81; number between four and eighteen years that have not attended school, who cannot read fluently, write legibly, and cipher through interest, 227; number of qualified male teachers that have been employed, 30; of female teachers, 51; average number of months that schools have been taught by qualified teachers, 42. The number of township libraries in the county was 4, containing 195 volumes. The average amount of tuition paid for each scholar was \$2.33.

Below is given the number of school children in each district in the county of St. Clair as shown by the census, and the amount apportioned to each for the year 1881-82:

TOWNSHIPS	Number of Children.	Amount Apportioned	TOWNSHIPS.	Number of Children.	Amount Apportioned.
Berlin.....	460	\$487 60	Ira.....	713	755 78
Brockway.....	688	729 28	Kenockee.....	647	685 82
Burtchville.....	267	283 02	Kimball.....	426	451 56
Casco.....	863	914 78	Lynn.....	342	362 52
China.....	628	665 68	Mussey.....	583	617 98
Clay.....	506	536 36	Port Huron.....	435	461 10
Clyde.....	423	448 38	Port Huron City.....	3,003	3,183 18
Columbus.....	470	498 20	Riley.....	596	631 76
Cottrellville.....	941	997 46	St. Clair.....	801	946 06
East China.....	116	122 96	St. Clair City.....	715	757 90
Emmet.....	483	511 98	Wales.....	656	696 36
Fort Gratiot.....	668	708 08			
Grant.....	452	479 12	Total.....	16,471	\$17,459 26
Greenwood.....	589	624 34			

Scattered throughout the county are a number of small settlements, which cannot, however, take on the dignity of villages for some years. Others consist of a few houses grouped around a pier which stretches out into the lake. These tiny settlements will, no doubt, spring into activity and request the future historian to record them as villages or cities before many decades. So early as 1861, a few of these hamlets aimed at importance. Then came the war of the Union, and an age intervened when the graces and amenities of civilized life were ignored for the signal sounds of strife and battle's magnificently stern array. A large delegation



was taken from each village to serve in all branches of the army the first year of the struggle, and each succeeding levy gradually drained the vicinity of very much of the enterprise and public spirit which had come in and manifested its presence by works in later years. As a consequence, improvements for the period between the firing upon Fort Sumter and the surrender at Appomattox, were neither numerous, costly nor architecturally elaborate. The same is to be remembered with reference to the advent of future citizens, neither were they numerous nor valuable, save, of course, in exceptional instances. The villages, as will be readily conceded, escaped remarkable growth or development.



## COUNTY ASSOCIATIONS.

The physicians and surgeons of St. Clair County met December 3, 1847, for the purpose of organizing a medical society. Among those present were John B. Chamberlin, H. Chamberlin, R. R. McMeens and L. B. Parker. John B. Chamberlin was elected President; Harmon Chamberlin, Vice President; R. R. McMeens, Secretary, and L. B. Parker, Treasurer.

A record under date November 30, 1847, gives the names of John Darwin Chamberlin, William Denton and R. H. Iron as entering the study of medicine under Dr. J. B. Chamberlin in 1847.

### FORM OF ADMISSION TO THE PROFESSION.

#### TERRITORY OF MICHIGAN.

*To all to whom these presents shall come, or may in any wise concern, the President, Secretary and Censors of the Medical Society of the Territory of Michigan send greeting:*

WHEREAS, Benjamin Bissell hath exhibited unto us satisfactory testimony that he hath studied physick and surgery for the time and in the manner directed by law.

Now know ye, that by virtue of the power vested in us by law, we do grant unto the said Benjamin Bissell the privilege of practicing physick and surgery in this Territory, together with all the rights and immunities which usually appertain to physicians and surgeons.

R. S. RICE, } *Censors.*  
M. CHAPIN, }

In testimony of which we have caused the seal of the society to be affixed at the city of Detroit on this 13th day of December, A. D. 1830

STEPHEN O. HENRY, *President.*

R. S. RICE, *Secretary.*

At a meeting of the medical society held at the office of Dr. Dyer, May 21, 1851, the following bill of prices for professional services was adopted as a standard for charges by the members of the profession belonging to the society, viz.: Verbal advice, from \$1 to \$3; letter of advice, \$5; ordinary visit in a village, \$1; night visit, \$1.50; visit at a distance, 50 cents per mile for travel, and for visit, \$1; minor operations in surgery, \$5 to \$25; capital operations in surgery, \$25 to \$100; midwifery, \$5 to \$25; consultation, \$5; where medicine was furnished, an extra charge was made. The signers were: John Galbreath, Benjamin Dickey, Walter R. Kellogg, Winthrop Dyer, Laban Tucker, John T. Travers, C. M. Zeh, Charles Gibson, S. B. Parker and A. E. Noble.

The medical society met in Dr. Stockwell's office, February 5, 1856, with J. T. Travers, presiding, and Laban Tucker, Secretary. Drs. David Ward, Reuben Crowell and Jared Kibbee were admitted members. The society met at Dr. Kibbee's office, February 12, 1856, when the committee appointed to mature a plan for prescribing for the poor of the village reported in favor of gratuitous attendance on the poor.

Medical Society of St. Clair and Sanilac County was organized August 4, 1866. Dr. Thomas Hammond presided, with Myron Northrup, Secretary. The original members were John Travers, R. C. S. L.; R. L. Wilcox, B. M. M.; William W. Anderson, V. C., Can.; Cyrus M. Stockwell, B. M. C., Mass.; Myron Northrup, Geneva, N. Y.; John A. Northrup, N. Y.; Thomas Hammond, L. of P. & F. N. Y. S. S.; G. Archie Stockwell, U. of A., N. Y.; James G. Maxfield, H. M. C., Mass.; Thomas S. Murdock, U. of M.; Francis Heil, L. G. D. C., also of Can.; George Todd, U. of M. Permanent organization resulted in the election of John T. Travers, President; Myron Northrup, Vice President; G. A. Stockwell, Treasurer. After permanent organization, Drs. E. P. Tibbals, H. D. Griswold, T. Baird, R. Wilcox and Jared Kibbee were elected members.

In November, 1868, Drs. P. W. Reed, D. A. O'Brien and P. A. Padfield were admitted members, and honorary membership conferred on R. M. Bucke and Archie McLane, of Sarnia, Dr. William C. Gustin, Dr. Ponsett, Thomas A. Hammond and M. K. Taylor, U. S. A.

In 1870, Dr. Northrup was elected President; J. G. Maxfield, Vice President; G. A. Stockwell, Secretary; C. M. Stockwell, Treasurer. In 1869, Dr. Shoobotham was admitted. In 1870, the officers elected were C. M. Stockwell, President; V. W. Anderson, Vice President; H. Shoobotham, Secretary; and E. P. Tibbals, Treasurer.

The officers of the Association from 1871 to the present time are named as follows:

President—1871, C. M. Stockwell; 1872, A. Nash; 1873, Jones; 1874, J. G. Maxfield; 1875, H. McColl; 1876, H. McColl; 1877, H. R. Mills; 1878, H. R. Mills; 1879, J. S. Calkins; 1880, J. S. Calkins; 1882, J. R. McGurk.

Vice President—1871, A. Nash; 1872, H. R. Mills; 1873, H. McColl; 1874, H. McColl; 1875, H. R. Mills; 1876, H. R. Mills; 1877, J. S. Calkins; 1878, J. S. Calkins; 1879, M. Northrup; 1880, C. E. Spencer; 1882, S. W. Smith.

Secretary—1871, H. R. Mills; 1872, J. G. Maxfield; 1873, J. G. Maxfield; 1874, C. E. Spencer; 1875, M. C. Kenney; 1876, M. C. Kenney; 1877, C. E. Spencer; 1878, C. E. Spencer; 1879, C. B. Stockwell; 1880, C. B. Stockwell; 1882, Hugh McColl.

Treasurer—1871 to 1880, E. P. Tibbals; 1882, C. E. Spencer.

Roll of Members. John T. Travers (deceased), C. M. Stockwell, R. J. Wilcox (deceased), Myron Northrup, W. W. Anderson (deceased), John A. Northrup (removed), G. A. Stockwell (removed), J. G. Maxfield (removed), E. C. P. Tibbals, H. D. Griswold (removed), Dr. Baird (deceased), Jared Kibbee, A. L. Fairfield, M. W. Taylor (removed), Henry Shoobotham, H. R. Mills, I. K. Farmer (dropped), Alfred Nash (removed), George W. Jones, Hugh McColl, William A. Jackson, M. C. Kenney, A. L. Scott, C. H. Alden (removed), J. R. McGurk, George L. Connell (deceased), Wilson Ramsey (deceased), J. S. Calkins, M. T. Moore, A. R. Stone, D. V. Yeux, R. Bredin, W. W. French (removed), C. E. Spencer, M. M. Tucker (removed), William Blake, William B. Hamilton, Benjamin D'Arcy, J. R. Snider, J. C. McFarquart (removed), W. J. Taylor, C. M. Woodward (removed), J. G. Bailey (dropped), J. S. Comstock, A. Howell, W. G. Ferry (removed), J. H. Taylor, G. G. Williams (removed), C. C. Hibbard (deceased), H. E. Shepherd (removed), R. B. Baird, C. G. Robertson (removed), C. B. Stockwell, A. J. Shockley, S. W. Smith, T. J. Jackson, A. M. Oldfield, A. Mitchell, D. O'Brien, J. K. Farnum, Carlos Carvallo, C. H. Alden, D. F. Stone.

#### INSURANCE AND AGRICULTURAL SOCIETIES

In the pages devoted to local history, the benevolent, political, military and industrial societies of the county are noticed. Here it will be only necessary to give a summary of the history of three societies, the affairs of each being so generally connected with the county, that they cannot be localized.

#### FARMERS' MUTUAL FIRE INSURANCE COMPANY

of Macomb and St. Clair Counties, was organized at the Ridgeway Hotel, or Beebe House, August 1, 1863. Robert Irwin presided, with Samuel Goodsell, Secretary. After the adoption of the charter, the following officers were elected: Aratus Smith, President; James S. Durfee, Vice President; Robert Irwin, Secretary; C. D. Crittenden, Loren Andrus, J. S. Kimball, A. W. Freeman and Namson Farrar, Directors. The charter members were Loren Andrus, P. W. Bentley, Calvin Davis, George W. Phillips, Erastus Day, George H. Cannon, Charles C. Leach, William Canfield, Henry Free, Aratus Smith, Norman Perry, Henry Taylor, Abraham Wells, George N. Chilser, Cornelius Jeffers, James C. Cox, Alexander S. Barnard, Peter F. Brukeman, Charles McMillan and James O. Robinson.

Aratus Smith continued President until 1865, when Joseph C. High was appointed. Mr. High was elected in 1866, and held the office until 1868, when R. H. Jenks was elected.

The Secretaries of the company were Robert Irwin, elected in 1863; W. P. Bartlett, 1870. Watson W. Lyons, elected in 1874, holds the position at present.

#### DIRECTORS.

1864—J. C. High, C. S. King, Amos N. Freeman, Charles McMillan, Loren Andrus.

1865—Same officers.



1866—H. H. Cady, R. H. Jenks, Charles Andrews, William A. Parsons, L. S. King, A. W. Clark.

1867—H. H. Cady, C. S. King, W. A. Parsons, George H. Stuart.

1868—Michael Plant, Silas Hart, E. W. True, Samuel Jones, and Mason Cole.

1869—Officers re-elected.

1870—David Weeks, S. Jones, M. Plant, Henry Frees, S. S. Hart and James Durfee.

1871—Albert Sperry, D. S. Priest.

1872—David Weeks, C. D. Crittenden.

1873—G. Schuchard, M. Plant.

1874—D. S. Priest, John M. Hart.

1875—R. D. Smith, C. S. King.

1876—M. Plant, G. Schuchard.

1877—D. S. Priest, Myron Kinyon.

1878—C. S. King, George H. Cannon.

1879—Gustave Schuchard, M. Plant.

1880—D. S. Priest, Myron Kinyon.

1881—L. M. Sperry, Stephen B. Cannon.

The following table points out the progress made since 1869. The statistics for the previous years are not given; but it may be said that the same ratio of advance marked the transactions of the company from 1863 to 1868.

YEAR.	MEMBERS.	RISKS	ADDED.	YEAR.	MEMBERS.	RISKS.	ADDED.
1869 .....	1,880	\$2,818,255	.....	1876 .....	3,415	\$4,964,590	27,905
1870 .....	2,300	3,600,000	681,745	1877 .....	3,990	5,621,044	656,454
1871 .....	2,800	3,800,000	506,000	1878 .....	4,271	5,646,284	566,673
1873 .....	3,383	5,208,809	432,135	1879 .....	4,496	5,796,295	539,774
1874 .....	3,419	5,014,765	196,770	1880 .....	3,839	4,809,202	325,918
1875 .....	3,415	4,936,685	78,080	1881 .....	4,125	5,072,786	362,577

Agricultural statistics will be found in the chapter of county finances and statistics.

The annual statement of the Farmers' Mutual Fire Insurance Company for November 1, 1882, is as follows: There are 3,969 members in the company, a gain of five during the past year. The amount of property at risk is \$4,710,338. The statement of losses shows 34 members to be entitled to \$4,510.57 for losses during the years 1880, 1881 and 1882. The moneys to be collected for the year ending November 1, aggregate \$6,925.34. The amount of capital stock and the rates of assessment are as follows: \$4,450,600 at \$1.50 per \$1,000; \$80,180 at \$1.25 per \$1,000; \$80,000 at \$1 per \$1,000; \$60,100 at 75c per \$1,000; \$20,058 at 50c; \$10,000 at 25c per \$1. These figures certainly give a good showing for the company.

#### THE CITY AND VILLAGE INSURANCE COMPANY.

The organization of the City and Village Mutual Fire Insurance Company of St. Clair, Lapeer and Macomb Counties, was perfected at St. Clair on June 9, 1882. Officers were elected as follows: President, B. H. Jenks, St. Clair; Vice President, Henry Fries, of Mount Clemens; Treasurer, Henry Whiting, Marine City; Secretary, O. F. Morse, St. Clair.

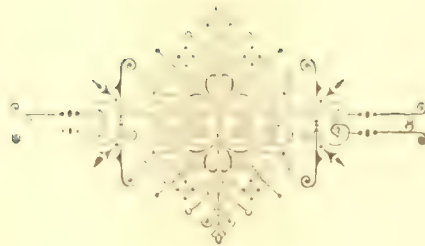
The Board of Directors includes C. McElroy, R. W. Jenks, R. H. Jenks, H. Whiting, D. Sheldon, C. Gribs, Mark Hopkins and Robert Holland, of St. Clair County; A. W. Reed and Henry Fries, of Macomb County; J. B. Moore, S. Smith and David West, of Lapeer County. The company have a hundred members and \$75,000 at risk.

#### AGRICULTURAL SOCIETY.

The first fair of the St. Clair County Agricultural Society was held in 1856. During the meeting, the following officers were elected for the ensuing year: President, John E. Kitton, of St. Clair; Vice President, Ralph Wadhams, Kimball; Treasurer, William M. St. Clair, St. Clair; Secretary, Edgar White, Port Huron; Executive Committee, S. B. Brown, of St. Clair, Martin

S. Gillett, of Port Huron, John Nicol, of St. Clair, Asa Larned, of Port Huron, James D. Brown, of Cottrellville.

In other pages, reference is made to the organization of the Agricultural Society. What share it had in the agricultural development of the county is well known. Its influence extended into all sections of St. Clair, teaching the farming community the means to make their homes and farms abodes of peace and industry.



## HISTORY OF FIRST INDUSTRIES.

To the visitor of to-day, witnessing the vast resources and accumulation of capital wielded in this section, it may seem almost incredible that some of the wielders of this capital commenced business only a few short years ago with nothing but their own indomitable energy and perseverance. This has been accomplished, not by speculation and the adroit, lucky turning of Fortune's wheel, but by actual creation of much wealth, added to the store of human comforts, using only the advantages supplied by Nature's abundant and common storehouse. The settler on any of our Western prairies, and the axman who enters on the primeval forests where no sign or mark of man's destructive force or redeeming power is seen or felt, is frequently the subject of strange reflections. As he follows his plow, turning up the virgin soil, that through all the ages has remained undisturbed, or hews down the stately tree that for a thousand years has flourished and grown, unnoticed and uncared for by the hand of man, he wonders how it occurs that he, of all the people that lived and still live on the face of the earth, swarming as it does with so many millions, should be the first to appropriate to his comfort and convenience the blessings so long held in reserve in Nature's vast storehouse. He wonders, too, why his race should require all the resources of the earth, the productions of the forests, mines, rivers, lakes, oceans; of the soil plowed, planted, cultured and garnered; the flocks and herds, feeding and gamboling on a thousand hills, for his subsistence; while other races have remained, from generation to generation in all the untamed wilderness of the wild deer and elk, on which they subsist. What of the race that but yesterday was here? Have these rivers, fields and forests, now so peaceful, always been so calm and still? or have they, like the old world, been the scene of some sanguinary and savage conflict? We speculate in vain on the long ago dwellers upon the banks of these pleasant streams. Their war-dance and savage yells may have been the only sound that ever awakened the stillness of these lands; or a race long extinct may have plowed and sowed, and builded and loved and worshiped, and cultivated all the graces and amenities of civilized life; but the records of whose deeds and virtues have been obliterated by the convulsions of Time's relentless changes. Such must have been the musings of those persevering and energetic pioneers, who, severing the ties of home and kindred and early association, plunged into the wilds of this county and carved from the rugged forces of nature the comfortable homes they now enjoy.

### FUR TRADERS.

Incidental to the history of the entire Northwest is the record of the traders in furs, although the region covered by this volume does not contain the site made noted by the location of the chief trading post. Many sub-posts were established throughout this State and the adjoining States, especially where streams and lakes made the point easy of access to the dealers. There is required here, however, only a general sketch of this earliest of commercial undertakings. The Northwest was visited and explored by French voyageurs and missionaries from Canada during the seventeenth century. The object of the former was gain; the purpose of the Jesuit fathers was the conversion of the savages. As early as 1624, the traders were operating about Lake Huron and Mackinac. Previous to 1679, a considerable traffic in furs had sprung up with Indian tribes in the region of "Ouisconsin." That year, more than two hundred canoes, laden with furs, passed Mackinac, bound for Montreal. The commerce of the lakes was then carried on solely in birch-bark canoes. The lightness and strength of the little craft enabled the French explorers to make portages or navigate large bodies of water with comparative safety. When the military possession of the Northwestern domain passed from France to Great Britain in 1760, the relationship of the fur trade to the Government changed. France, as is mentioned elsewhere in these pages, used the license of traders as



a bond of fealty to the King. The policy of England was to grant exclusive charters to particular companies. The Hudson Bay Company had grown rich and powerful between 1670 and 1760. Its success excited the envy of other capitalists, and rival organizations were formed. The original company purchased their furs at certain trading stations. The newer firms sent out their voyageurs into every nook of the land to buy up the furs, or, indeed, to catch the fur-bearing animals themselves. This competition diminished the profits of the business. In 1815, Congress prohibited foreigners dealing in furs in the United States or Territories. This action founded John Jacob Astor's colossal fortune. Mr. Astor organized the "American Fur Company," he being the sole owner, in 1809. In connection with the Northwest Company, he bought out the Mackinac Company, and formed the Southwest Company. The war of 1812 interrupted the existence of that organization; but it was revived in 1816, as an American institution. Considerable trade is still carried on in Northern Michigan, but mainly by individuals.

Fur traders, or at least their employes, were the first explorers after Nicolet. They were cotemporary with the Jesuit missionaries. Those traders sent from the St. Lawrence hatchets, knives, blankets and other articles coveted by the savages, to exchange with them for furs. Their employes, the voyageurs, made their journeys into the far off regions in birch bark canoes, of the lightest possible construction; for they had frequently to be carried by hand around rapids, and from one stream to another, along carrying places, called portages. They usually made up their outfit at Quebec or Montreal, and, ascending the Ottawa during the summer, and subsequently the French River and the lower lakes, proceeded to the various tribes inhabiting the region of the upper lakes, either wintering at Indian villages or at stations that had been established by them in their neighborhood. With their peltries, gathered during the winter or early spring, they returned usually the next summer; but sometimes they were required to make longer voyages. The fur traders were, as a class, men of some wealth, of respectable families, and of considerable intelligence, and were possessed of enterprising and adventurous habits. They found the fur trade more profitable or more congenial to their dispositions than agricultural pursuits. Their menials, the voyageurs, penetrated the fastnesses of the Western wilderness with a perseverance and courage almost without a parallel in the history of explorations of savage countries. Indeed, they out-saved the savage in that respect. The French Government early manifested a disposition to extend her dominion in America. At the very commencement of the seventeenth century, she had colonized Acadia. In 1608, Quebec was founded. In 1663, New France (Canada) was made a royal colony. The reports circulated in France of the advantages of the fur trade were such as to induce many of the nobility and gentry to invest their fortunes in the New World. With this patronage and the constantly increasing number of colonists, New France grew rapidly in commerce, the most lucrative branch of which was leading in furs. The traders and voyageurs were the usual agents employed by the French Government to extend and uphold its dominion in the Northwest. The traffic in furs maintained with the Indians constituted the only value of this region in the eyes of Frenchmen, so long as France continued her dominion over it. The regular fur trader was licensed by the Government, this license generally stipulating the territory in which he was permitted to operate. It was drawn in the nature of a colonial commission, conferring on the licensed trader the authority of a military officer over the voyageurs in his employ. It also made him a commercial agent of the Government among the Indians. He was frequently employed as special agent of the colony, to make treaties. Sometimes he was required to lead his voyageurs upon war expeditions, in return for his fur trading privileges. His employes therefore were always armed, equipped and familiarized with military duties, partly from necessity of defending themselves from attacks of hostile Indians, and partly to be enabled to carry out any requisition made by the Government. The dominion of France over the Western country was thus in a self-sustaining condition. But the Government found some trouble in controlling the traffic in furs. There grew up an illicit trade maintained by *coureurs de bois*, in contradistinction to the regular traders or voyageurs. They followed the Indians in their wanderings, and sometimes became as barbarous as the red man. A few years of forest life seemed to wean them from all thought or desire for civilization. They spread over the

Northwest, the outlaws of the forest. Although rendering essential aid, at times, to the Government, the King of France, in 1699, launched a declaration against them. The following hymn of those olden travelers is still remembered:

Derrier chez nous yâton étang,  
En roulant ma boule. (Chorus.)  
Trois beaux canards s'en vont baignant,  
Rouli, roulant, ma boule roulant,  
En roulant ma boule, roulant. (Chorus.)  
En roulant ma boule.

Trois beaux canards s'en vont baignant  
En roulant ma boule,  
Le fils du roi s'en va chassant,  
Rouli, roulant, ma boule roulant,  
En roulant, ma boule, roulant,  
*En roulant ma boule.*  
Le fils du roi s'en va chassant  
En roulant ma boule,  
Avec son grand fusil d'argent.  
Rouli roulant, ma boule roulant,  
En roulant, ma boule, roulant,  
En roulant ma boule.

#### THE PINE.

A few words in relation to this tree, the object of the early settlements of most of Michigan. Unlike the oak and most other trees, the pine is not reproductive; when a generation matures or is cut off, it will not again produce a crop on the same soil. It is confined to its peculiar territory, and when we remember that the average age of a pine tree is only 300 years, it is seen that our pine forests were not in existence when Columbus discovered America. The pine evidently succeeded some growth that could not be reproduced, and it evidently exhausted the soil of the special material for its growth, leaving it, however, in a condition to grow oak and a variety of other productions. In the growth of a pine forest there is a constant death and decay of inferior or overshadowed trees, and comparatively a small number come to a condition suitable for the lumberman's ax. The pine has several causes of decay. There are no known insects that originate decay, but several that hasten it, when once started from any cause. The three most prominent causes of decay in the pine are punk or rot, wind shakes and loose knots. The punk is a kind of cancerous growth on the side of a tree, that eats into its very vitals. A low state of vitality will produce it. The black knot is a decayed limb that has not been closely grown around, and induces decay. The wind-shake is a most exasperating defect of lumber, occurring near the butt, and is caused by the bending of the tree in high winds, when the annual growths are separated by sliding on each other. Another external enemy of the pine tree is fire. A pine tree that has been scorched must be utilized, or the insects will render it useless. Among these is the pine weevil, *torricus, zylgraphus*, which goes for a sound tree, but not a live one. There is another worm that goes straight to the heart, leaving a small, black hole. The hurricane may also be stated as one of the causes of destruction. A full grown pine is from ninety to 160 feet high, averaging 125. A log sixteen feet long will average 250 feet of lumber, although some have yielded ten times this amount. The roots of a tree are supposed to equal one-half the lumber above ground. The diameter of a log averages thirty inches; sometimes it is six feet. A pine, as found standing in the forest, has branches for the top third of its height. The task of reproducing the pine forests that are now falling with such remorseless rapidity, is a hopeless one, and science and art will combine to produce a substitute, for it is only a question of time as to when an article made of so common a material as pine shall be eagerly sought after as a curiosity, to be carefully preserved among the *bric-a-brac* of future generations. In years to come, when the pine lumber which is so plentiful to-day may have been superseded by a material resulting from the combined art and skill of the chemist and mechanic, it will be interesting to read an account of the peculiarities of lumbering on the Black River, the hazardous, uncertain and excitable part of which is even now among the things that were, having been supplanted by railway transportation.

almost exclusively. Realizing the rapidity with which old things are passing away and all things becoming new, the methods of conducting the lumbering operations on the Black and St. Clair Rivers will be here recorded. Lands were purchased up the rivers by the various lumber companies, who sent an expert to estimate the amount of lumber per acre. This was done in various ways; the most simple was to count the trees, noting their average size, and, by well tried rules estimating three, four or more trees to the 1,000 feet, arrive at a close approximation of the yield. On the approach of winter, camps were sent into the woods—so many teams, so many men, so much feed and so much provision. Contracts were sometimes made at a certain price per thousand. The logs were cut in lengths of twelve, fourteen and sixteen feet, and exceptionally longer for specific purposes; hauled to the river to await the breaking up of the ice and the rise of the river in the spring. Every lumberman had a registered mark, which was one or more initials, or some other device, cut into the log. When the freshet came on, the logs consigned to the stream floated on with the current; but in the sometimes narrow and tortuous stream there was not unfrequently a jam, where millions of feet piled up, tier upon tier, to finally break loose and, with the accompanying flood, hurry on, to be caught in the booms below. The boom was a floating dam kept in position by piers or wing rudders, which could be adjusted to maintain its position by the current itself. From the boom connected with the mill, the logs were hauled up by various devices and sawed into timber, scantling or boards, as they seemed best to work up. The boards were sawed one and one eighth of an inch thick, so that they could be dressed down to one inch with little waste. The old North Atlantic method of marking the number of feet upon the board was not followed here. The manner of shipping by the river, formerly the only method of getting lumber to market, was by means of rafts, after being sawed. A raft was formed in this way. The lumber was laid up in cribs composed of three grab planks at the bottom, about five feet apart, with three two inch auger holes to insert the grab pins of hard wood, four feet long. The crib was made up this way. 12x16 feet, or twelve feet square, by alternating the layers lengthwise and crosswise, until from ten to twenty tiers of boards were laid, when they were securely pinned together. Six of these were placed end to end by coupling planks, and a stick of timber secured across each end. To this was pivoted the oar, a stick thirty six feet long, with a board blade on the water end. By means of a spring pole, the forward end of the raft was turned up to some extent, to facilitate its movements over the various obstructions. Thus arranged, it was called a "rapid piece." A rope ran from end to end to enable the raftsmen to hold on, as the piece might become submerged on diving over the rapids. Each crib would contain about 3,500 feet. It would take from two to eight men to manage one of these pieces. And what was called a "fleet," consisted of twenty of these pieces, all under the charge of a pilot with his dog.

#### CUTTING THE KEY LOG.

Reference is made to a jam in the river. To clear this jam was what is, even now, known as cutting the key log. The first thing to be done was to find out where the jam occurred, and then to discover what is called "key log," that is to say, the log which holds the base of the "jam." An old experienced "stream driver" is soon on the spot, for the news is soon carried up stream that there is a "jam" below. Every minute is of consequence, as logs are coming down the "jam" increasing in strength. The "key log" being found, there is a cry for volunteers to cut it. Now, when you consider that there are some hundred big logs of timber forming a dam, and the instant the key log is cut the whole fabric comes rushing down with a crash, you will see that unless the ax-man gets instantly away he is crushed to death. There are usually in a camp plenty of men ready to volunteer; for a man who cuts a key log is looked upon by the rest of the loggers just as a soldier is by his regiment when he has done any act of bravery. The man I saw cut away a log which brought down the whole jam of logs, was a quiet, young fellow, some twenty years of age. He stripped everything save his drawers; a strong rope was placed under his arms, and a gang of smart young fellows held the end. The man shook hands with his comrades, and quietly walked out on the logs, ax in hand. I do not know how the loggy-road one felt, but I shall never forget my feelings. The man was quietly walking to what very likely might be his death. At any moment the jam might break of its own accord,



and also if he cut the key log, unless he instantly got out of the way, he would be crushed by the falling timber. There was a dead silence while the keen ax was dropped with force and skill on the pine log. Now the notch was nearly half through the log, one or two more blows, and a crack was heard. The men got in all the slack of the rope that held the ax-man; one more blow and there was a crash like thunder, and down came the wall of timber, to all appearances on the ax-man. Like many others, I rushed to help haul away the poor fellow, but to my great joy I saw him safe on the bank, certainly sadly bruised and bleeding from sundry wounds, but safe.

#### THE SAW MILL CHANGES

Among the most marvelous of the many wonderful things which distinguish the United States from other nations are the results which have grown out of the possession of immense forests of valuable timber in stimulating inventive genius to the preparation of an article of building material so cheap as to enable the poorest to have a comfortable home, while at the same time so excellent in character as to be not only suited, but indispensable to the working classes. Those more readily accessible regions of the continent which possessed these forest growths in the greatest abundance were among the first to receive large accessions to their population, drawn together at those centers which presented the easiest access to cheap building material, not less than for their personal safety from a savage foe. It has not until the demand for lumber far exceeded the ability of the "greatest" mills of half a century ago to supply, leading the manufacturers to feel the need of a more extended system of production, that the star of empire made any progress westward, or it became a possibility to settle upon the prairies of the West, or to develop the mineral resources which have already shown our nation to be the peer of, if it does not excel, all others in the extent of its possessions. To possess is to need. And the cheap building material which the cheap mills of the days long gone by enabled a scanty population to utilize, stimulated a more extended immigration, with its increased needs, as well as a higher order of inventive genius to increase the supply.

The mills of the olden time were, first, the wind-mill, with its uncertain power, scarce exceeding that of the men who ran the pit saws which were then in a measure superseded, and whose indignation at the effort to lessen their manual labor caused them to mob the owner and tear down his machinery. Second, the adaptation of a current water-wheel of scarcely greater power, if more reliable, run by the natural current of a small stream. Next came the simple flutter-wheel, to impart motion to which required the building of dams to hold large bodies of water, which should at all times be available. But for large operations, the flutter-wheel was found to possess too little power, and the overshot or undershot wheel became a necessity, to be superseded later by the adaptation of turbine wheels, now so much in favor with mill owners who control water power. For the first fifty years of our national growth, as well as during the preceding portion of the world's history, none of the mills were equipped with anything more than a single upright saw working in a gate, and when another saw was added, as the inceptive idea of the gang, which quickly succeeded with its large number of saws, words could scarcely express the astonishment of all who saw the working of the bold innovation.

Up to this time, all the lumber which was manufactured had been edged upon the top of the log after it was turned down; an auxiliary saw was not thought of, for the buzz saw, just beginning to be used, was considered a most dangerous piece of machinery. But the increased manufacture growing out of an increase in the power and an increase in the number of saws, led to the introduction of the small circular or "buzz" saw, which was at once found to nearly double the capacity of the mill. It is needless for us to enlarge upon the introduction of steam power in the saw mill, or to follow the original idea of an engine, 6x8 inches, attached to the lower end of the pitman or saw gate, through its successive stages of development and enlargement to the present time, when the Corliss, or Estes, or other well-known engines, of a power from ten to one hundred times greater capacity than was the original device, are by the thousand in number engaged in turning out lumber, each in one season aggregating a greater manufacture than were all the saw mills of the country combined at a period scarcely fifty years in the past.

The old gate saw was superseded by the muley, with a reduction of friction equal to thirty or fifty per cent increase in cutting capacity. The muley gave way to the circular, and

with the introduction may be dated the commencement of an era which has been prolific of innovation, improvement and advantage to the saw mill world. As the use of the circular became better understood, and men became expert in so dressing it as to make true lines and smooth surfaces, they found themselves able to produce more lumber in the rough than they could properly edge and prepare for market. The old edging table could not keep up with the cut of the saw. This was remedied by the introduction of gang edgers, which no mill doing any considerable business could now dispense with. Now the work of the main saw could be safely increased, for the gang—or, as it was at first known, “double”—edger was abundantly able to keep pace with it, and while at first a capacity equal to 1,000 feet per hour was doubtfully claimed, later developments have shown in not a few instances, an entire season's work at the rate of 6,000 feet per hour.

This increase in capacity called for a more speedy method of handling the logs on the carriage, and the lumber as it left the saw, and a multitude of inventive minds were concentrated on mill dogs, which should successfully take the place of the lever and pike, driven by a mallet, and the modern saw mill could not now be operated with the original method of dogging the log. The “nigger” for turning the log on the carriage, as well as rolling it on the skids had superseded the canthook and muscular power formerly relied upon, while the lumber, as it leaves the saw, drops upon a system of live rollers, which does the work to much better advantage than it was formerly accomplished by a hard worked “offbearer,” who could not in these days by any possibility, keep up with the work which would crowd upon them.

Plenty of lumber, cheaply manufactured and sold at reasonable prices, has enabled the settling up of a nation at the rate of nearly fifty per cent increase of population during each decade. This in turn has demanded a network of railroads, and carriage by them has not yet been reduced to a science, which enables us to believe that rates have reached a minimum which they will realize in the future. The manufacturer of lumber, bearing this in mind, must reduce the weight of his product to the lowest possible point, and the trimmer became a prime necessity as an economizer, not less than for an advantage in an aesthetic point of view. And the old gang mill, from its original adaptation of two saws, hung in a cumbersome frame, upon monstrous posts which headed in a weigh beam, made from the largest stick of lumber which the forests afforded, and footed in the mill foundations, shaking the structure and the surrounding country, and keeping the machinery about one half the time in the repair shop from its everlasting jar, has been displaced by the neat, effective, and comparatively noiseless devices of more modern times, developing a sawing capacity of which the fondest anticipation of the original inventor of the idea had not the remotest conception. The heavy weigh beams have disappeared, the monstrous wooden posts have given way to equally advantageous and strong but less cumbersome and more slightly iron supports, resting upon foundations independent of those which support the mill frame. The old, stiff, and full of friction gate has been superseded by oscillating slides, giving to the saws the same motion which the pit sawyer seeks to obtain in order to accomplish the most work with the least outlay of strength.

Time would fail us to trace out all the changes which a quarter of a century has developed in the saw mill. Should a Rip Van Winkle of the last century be suddenly awakened from his long sleep, still dreaming of the rest of dogging the log on his old-fashioned carriage, in the old mill, when he took long naps between the cuts, and esteemed a production of 1,000 feet per day something to brag of, and open his eyes on the floor of a modern mill of the smallest size, he would truly think that the world had turned upside down; and if he saw the army of men carrying off a quarter of a million feet of boards per day from the saws of some of the larger mills, he would not believe the evidence of his senses. All has changed; the water wheel has given place to the steam engine; the single small cylinder boiler, to the monstrous tubular or flue in large batteries; the upright saws in a gate, to the muley and the circular; the two saw gang, to a forty saw; the rag-wheel, to the steam feed, adding countless possibilities to the ability of the circular saw to cut up logs; the single buzz saw, to the double edger; the rough end lumber, to the well trimmed; the vast piles of worthless slabs, to a useful article of lath and pickets; and the final debris, in many localities, to usefulness in the manufacture of other commercial articles. The pioneer knew nothing of lath and shingle manufacture; live rolls had not entered his noddle; gang slab cutters would have been by him pro-

nounced an invention of the devil to feed the flames of his insatiable furnace. Endless chains would have had no use in his mill economy; saw sharpeners and gummers would have had no value in his eyes, for he could cut all the lumber he expected to, and find plenty of time for dressing his saws by hand.

The modern saw mill is indeed full of improvements, down to the last device for sorting by machinery. The production in one day, by one saw, of more lumber than was accounted the work of a year in former times, is not only the result of the genius of invention such as marks the spirit of the age, but has rendered possible the remarkable development of the youngest in the sisterhood of nations, forming no unimportant factor in the influence of this country among the people of the earth. All hail to the modern saw mill, and the wise intelligence of nearly every man who is connected with it, either in the production of logs from the forests or the manufacture and sale of lumber, for each progressive step in the march of improvement has reduced the cost of manufacturing lumber, keeping pace with the inevitable increase in the cost of timber, due to the gradual decadence of the forests.

In other pages reference will be made to the lumbermen of St. Clair—to the Harringtons, Beards, Morans, Farrands, of Lakeport, Babys, Brockways, Howards, Sanborns, Whites, and the hundred others who built the saw mills of the county.

Patrick Sinclair's lumber industry at St. Clair, in 1876 '80, must be considered the first in this section. Among the first manufacturing industries of Michigan was Baby's mill. This was located six miles below Detroit, on the Rouge. The primitive manufacturing concern was afterward purchased by Knages. Mr. Peltier's mill on the Savoyard, near Detroit, was another important industry of the time. The traders were Joseph Campeau, Robert Gonier, George Moniot, Jean Baptiste le Duc, Gabriel Côté, Jacques Allaird, Conrad Ten Eyck, Hugh Martin, Meldrum & Parks. Such is the whole list of traders who flourished at Detroit in 1799.

In 1827, Allen and Burt built a mill for Alpheus Wadhams, six miles from Port Huron, returning to their homes after its completion by taking a course across the country through the woods.

There were in the county, and in operation, the following saw mills in October, 1847:

TOWNS.		Water.	Steam.	Saws	TOWNS.		Water.	Steam.	Saws
Polk .....		4		6	St. Clair .....		3	4	19
Lexington .....		3	1	9	Newport .....			1	3
Burtchville .....		3		5	Algonac .....			2	5
Clyde .....		8		18					
Port Huron .....		1	4	13	Totals .....		22	12	78

The following is, independent of shingles, logs, square timber, staves, etc., which are exported from the county to a large amount, the statement of lumber manufacture in 1847:

TOWNSHIPS.	OWNERS.	POWER.	SAWS.	AMOUNT.	TOWNSHIPS.	OWNERS.	POWER.	SAWS.	AMOUNT.
Polk .....	J. Bird .....	Water.	1	200,000	Clyde ....	Alverson .....	Water.	1	200,000
Polk .....	Clice & Adams...	Water.	1	300,000	Clyde ....	D. B. Harrington	Water.	3	700,000
Polk .....	Mason & Co .....	Water.	2	600,000	Pt. Huron	Steam Mill Co..	Steam.	4	2,700,000
Polk .....	Davis & Westcomb	Water.	2	500,000	Pt. Huron	Clark & Co .....	Steam.	4	3,000,000
Lexington	Hubbard & Lester	Steam.	4	3,000,000	Pt. Huron	Davis & Tucker..	Steam.	1	1,000,000
Lexington	Davis .....	Water.	1	200,000	Pt. Huron	E. P. Vickery ...	Steam.	2	200,000
Lexington	R. B. Dimond ...	Water.	1	150,000	St. Clair..	A. Bartlett .....	Water.	2	400,000
Lexington	N. B. Chase .....	Water.	2	600,000	St. Clair..	A. Smith .....	Water.	2	450,000
Burtchville	J. Burtch .....	Water.	2	300,000	St. Clair..	Chamberlin & Co.	Steam.	3	2,000,000
Burtchville	S. M. Robbins...	Water.	3	800,000	St. Clair..	W. Truesdail....	Steam.	6	3,000,000
Burtchville	J. H. Titus .....	Water.	1	100,000	St. Clair..	R. More .....	Steam.	3	2,000,000
Clyde .....	J. & J. Beard .....	Water.	3	800,000	St. Clair..	J. L. Kelsey .....	Steam.	2	1,000,000
Clyde .....	R. Wadhams .....	Water.	3	700,000	St. Clair..	— Smith .....	Steam.	1	500,000
Clyde .....	J. Abbott .....	Water.	2	400,000	Newport .	Rust & Co .....	Steam.	3	2,000,000
Clyde .....	Chase & Evans ..	Water.	3	600,000	Algonac ..	Brooks & St. Clair	Steam.	3	2,700,000
Clyde .....	J. H. Westbrook	Water.	1	300,000	Algonac ..	D. Daniels .....	Steam.	2	1,250,000
Clyde .....	— Hill .....	Water.	2	400,000					



A bill of lumber from D. B. Harrington, March 29, 1848: "Memorandum of lumber bought of D. B. Harrington, by H. Norton & Co.: 300,000 feet of pine lumber; 200,000 feet to be taken by H. Norton & Co. by month of May. H. Norton & Co. agree to pay for merchantable \$6, for culls \$3, for clear \$12. D. B. Harrington agrees to deliver the same from his dock, at the above named prices. Inspection to be made by Mr. Throop." In 1869, merchantable sold for \$13 and \$16, culls at \$7 and \$8, and clear at \$12.

The capital invested in pine lands in 1847 was immense. For instance, the Black River Steam Mill Co. had 7,000 acres. Rogers & Co.'s mill, near Almont, had 8,000 acres. The mills in St. Clair County, where some 30,000,000 feet were made, own some 30,000 acres. It is fair estimate to put the money invested in lands for this business at half a million of dollars. The number of persons employed in all branches of it, from the felling of trees to turning it out of the mill, could not be less than 8,000. The markets out of the State are Chicago, Milwaukee, the Wabash Canal, Ohio, Oswego and Buffalo. In 1854, the number of feet of lumber and logs produced by the forests of St. Clair and Sanilac was 145,050,000; valued at \$10 per thousand, yielded \$1,450,000.

We publish below a carefully prepared table showing the amount of lumber which it was estimated would be manufactured during the year 1852, by the several mills between Point au Barques on Lake Huron and Algonac. In regard to the number of saws, the uprights only are mentioned in the table.

OWNERS AND LOCATION	TYPE	SAWS	MEASURE	OWNERS AND LOCATION	TYPE	SAWS	MEASURE
J. Bird, Port au Barques	Water	2	800,000	Walter Chase, Clyde	Water	3	600,000
J. Gim, Port au Barques	Water	1	400,000	Bunce & Brother, Clyde	Water	6	600,000
P. F. Brakeman & Co., Mill Cr.	Water	2	1,000,000	D. B. Harrington, Port Huron	Water	2	1,000,000
Whitecomb & Co., White Rock	Water	3	800,000	W. Davis, Port Huron	Steam	8	2,000,000
J. Hurd, Hurds	Steam	1	400,000	W. B. Hibbard & Co., Pt. Huron	Steam	8	3,000,000
Beach, Imley & Co., Cherry Cr.	Steam	10	3,000,000	Howard & Beebe, Port Huron	Steam	2	2,000,000
Gilbert, Crowell & Co., Cherry Cr.	Steam	8	3,000,000	J. Miller & Co., Port Huron	Steam	2	1,000,000
Breckenbridge, Port St. Bay	Steam	1	800,000	S. Petit & Co., Port Huron	Steam	1	1,000,000
Thompson & Co., Bark Shanty	Steam	1	1,000,000	E. P. Vickery, Port Huron	Steam	1	1,000,000
Haider, Sanilac	Steam	1	1,000,000	M. Williams, Port Huron	Steam	1	2,000,000
Hinkson, Sanilac	Water	1	300,000	Black River Steam Mill Co., P. H.	Steam	8	3,000,000
S. Hardy, Sanilac	Water	1	300,000	Z. W. Bunce, Port Huron	Water	2	600,000
R. B. Hubbard & Co., Lexington	Steam	8	4,000,000	A. Bartlett, St. Clair	Water	2	400,000
G. S. Lister, Worth	Steam	3	2,000,000	R. Moore, St. Clair	Steam	3	3,500,000
J. Bird, Lexington	Steam	1	1,000,000	W. Trusdail, St. Clair	Steam	2	1,500,000
Davis & Co., Lexington	Water	2	800,000	St. Clair, St. Clair	Steam	3	4,000,000
J. L. Woods & Co., Worth	Steam	2	2,000,000	Parker, St. Clair	Steam	2	3,000,000
R. B. Diamond, Worth	Water	1	400,000	Smith, St. Clair	Steam	1	800,000
J. Burch, Burtchville	Steam	2	2,000,000	G. P. Robinson & Co., St. Clair	Steam	2	3,000,000
Congers, Burtchville	Water	1	200,000	Chamberlain & Ogden, St. Clair	Steam	2	3,000,000
B. C. Farrand, Lakeport	Steam	7	4,000,000	Peabody & Reamer, China	Steam	2	1,000,000
L. Pettys, Burtchville	Water	1	200,000	Old Mill, Newport	Steam	2	2,000,000
Sweetser & Sanborn, Worth	Water	2	400,000	Rast & Co., Newport	Steam	2	3,000,000
A. Comstock, Worth	Water	2	300,000	L. B. Parker, Newport	Steam	2	2,000,000
J. & J. Berry, Clyde	Water	7	1,500,000	Brooks & St. Clair, Algonac	Steam	2	3,000,000
R. Wadhams, Clyde	Water	4	1,500,000	Brooks & St. Clair, Algonac	Steam	2	3,000,000
Smith, Dwight & Co., Lynn	Water	2	400,000	Daniels & Ripley, Algonac	Steam	2	2,500,000
L. Brockway, Brockway	Water	2	600,000				
J. H. Westbrook, Brockway	Water	2	400,000				
Total amount of lumber.							92,900,000

Previous to 1847, St. Clair had done almost exclusively a lumbering business, and had not raised a sufficient quantity of grain for their own consumption. Northern Macomb had found a good market for a portion of her surplus. The towns of Berlin, Riley, Columbus and Wales rapidly settled in 1846-48, and their surplus of wheat, yearly augmenting, urged the erection of a flouring mill in 1847. Oel Rix, of Riley, erected a flour mill in that town, with two run of stone. Mr. Earl also erected one with two run in the town of Richmond, joining Columbus, the same year.

## THE BANK OF ST. CLAIR

Was incorporated March 28, 1836. Charles Kimball, Samuel Ward, John Clark, H. N. Monson, C. Sanborn, D. B. Harrington and Ralph Wadham; were appointed Commissioners to receive subscriptions to the capital stock. This stock was stated to be \$100,000, divided into 2,000 shares of \$50 each.

The act to incorporate the stockholders of the Bank of St. Clair, approved March 28, 1836, was repealed by act approved May 7, 1846.

The Bank of St. Clair received permission of the Legislature to remove from St. Clair to Detroit, on a resolution of the President and Directors of the bank being recorded in the office of the Secretary of State.

The act for the relief of the Bank of St. Clair was approved March 19, 1840, when it was ordered that only a tax of one-half of one per cent be levied on the capital stock, as provided in charter.

The currency bill was brought forward to "authorize the anticipation of certain installments of the five million loan." As placed before the Legislature of Michigan, it simply proposed to take the funds of the State, and loan them to the banking associations of Detroit City, to be used by those associations as a basis for the extension of their circulation, until 1841. Attorney Witherell, then member of the Legislature, moved that the Bank of St. Clair be added to the city banks named in the bill, which motion was agreed to. Subsequently, Senator Gridley, of Jackson, moved to reconsider the vote admitting the Bank of St. Clair. This resulted in a lengthy debate, and the defeat of the motion by a vote of nine against the question for reconsideration, and eight in favor of reconsideration. Senator Summers reviewed the condition of the Bank of St. Clair, and compared it with the banks named in the bill. The charter of the Bank of St. Clair was granted by the Legislature of the State of Michigan; the private property of the stockholders, both real and personal, is bound for the payment of the issues of the bank. The two city banks were chartered by the Legislative Council, and the private property of the stockholders was not bound; they are foreign stockholders, and the money paid in is all the security the people have. "Which," said Mr. S., "is the best security? Look at the different situations of the banks. Had the General Government made a deposit with the Bank of St. Clair, or has the Bank of St. Clair asked for favor from the General Government? But what is the case with the city banks? Are they not calling on the General Government to give them time? and is not the Legislature going to give them time?"

Senator Jones stated, during the debate, that this bank had a circulation of \$130,000 in Ohio; while the circulation in Michigan was only \$10,000. It was one of the few healthy financial institutions of the times.

## THE OIL-WELL BOOM IN ST. CLAIR COUNTY.

Situated as are the principal oil fields of this country close to the great centers of population, the growth of a town or a territory where a new strike was made was more rapid and more wonderful in all features than that brought on by the discovery of any other great source of wealth. Pithole flashed up from a single house to a city of 30,000 in less than six months, and when the territory was exhausted its decline was equally rapid. A hundred other places have the same history, on a slightly smaller scale. Bradford went from 300 to three times 3,000 almost before the natives could fairly realize what had happened; and Richburg and Bolivar, quiet country towns, grew into thriving cities, but are already on the decline. Oil Springs, Marthaville, Petrolia and other places in the little monarchy beyond the St. Clair, sprang into existence as if by magic. Oil Springs fell as suddenly as it grew up, so that, when visited by the writer in 1878, it presented the truest picture of decay which can be conceived.

The oil boom in St. Clair County was very systematic, for a craze. Evidences of oil were presented in 1853; strengthened in 1864; accomplished facts in 1865. The scenes that followed can hardly be imagined by one who has never witnessed the rise and fall of an oil town, and even the oldest producers are surprised almost beyond expression. Men grew wild, and bought and sold as they have never dealt before. But at the wells the greatest transformations occurred. A few days ago, there was a single horse, a farmer's residence, and a few

hundred acres of cleared land near a well, for instance. Now there are large hotels, scores of business places and houses, hundreds of excited men thronging through the muddy roads, derricks rising on every hand, a railroad proposed to be built to every well, others pushing rapidly toward it, and still another projected. Every train to the "jumping off place" is crowded; men even on the tops of the coaches. Producers, land agents, merchants, drillers, speculators, adventurers everywhere. Men spoke only of thousands of dollars. Men were wild.

In December, 1863, a boring for oil was made in the vicinity of Lake Port. When a depth of thirty-five feet was reached, oil appeared on the water which then began to flow.

In January, 1864, a company undertook to sink a well on the Pulsifer farm, south of Black River, about four miles from Port Huron. At a depth of fifty-seven feet the water was found impregnated with oil. The White well on this farm reached a depth of 115 feet in February, 1865, and produced one barrel per day.

In February, 1865, the Baker well, at Lakeport, reached a depth of ninety-three feet without striking rock. Within twenty-four hours, the oil flow was reported between thirty and forty barrels.

The Howard, Johnson & Co. oil well was begun February 18, 1865, one fourth of a mile southeast of the Baker well. The Gratiot Oil Company commenced boring February 16, 1865, a half mile south of the Baker well.

Lands in the vicinity of Lake Port sold for \$1,000 per acre in the spring of 1865.

The Petroleum Board of Exchange organized at Port Huron in February, 1865, with John Hibbard, President; F. A. Harrington, Secretary; and E. M. Carrington, Treasurer.

The Gratiot Petroleum Company was organized in February, 1865, with a capital of \$750,000.

John Miller was chosen President, W. B. Hibbard, Vice President, and Alexander Ehnore, Secretary and Treasurer. John Hibbard, Cyrus Miles, B. P. Hutchinson, H. H. Hanson and N. P. Brainerd, with the officers, formed the Board of Directors.

The Huron Petroleum Company, of Toledo, purchased 500 acres of land near Lakeport, in the spring of 1865. The company was organized with a capital of \$100,000. The officers were J. S. Norton, President; C. B. Phillips, Vice President; H. H. P. Platt, Secretary; Nehemiah Waterman, Treasurer. C. A. King, D. B. Smith, O. White, R. Cummings, J. Stevens and H. Hall, Directors.

The Michigan Petroleum Company, of Detroit, was organized in February, 1865. The capital subscribed was \$12,500; nominal capital, \$500,000. W. A. Butler, President; H. E. Benson, Vice President; W. D. Morton, Treasurer; and Alvan Wilkins Secretary.

The Port Huron Petroleum Company, was organized in February, 1865, with A. S. Berry, President and Treasurer, R. A. Coe, Secretary, John Johnson, R. W. King, W. B. Hibbard and A. S. Berry, Directors. This company purchased the Howard, Johnson & Co. oil lands, near Lake Port. The same month, two wells were bored, one on Oil Creek.

Up to March 22, 1865, no less than ten oil wells were bored--two by the Port Huron Co., one each by the Gratiot Co., Fish & Co., Funk, Chicago & St. Clair Co., Brockway & Co., one by Harbeck & Co., near the head-waters of Black River, and two by the Messrs. White.

During these stirring times, the local wags were not idle. One of these characters, who took every misfortune with enviable pleasure, contributed the following record of a well, which he termed the Munchausen Well:

Cooking butter	20	Sugar	2
XXX oil	7	Barnyard manure	1
Mush and milk	3	Grasshoppers	1
Cold-burnt oil	5	Pearl-ash	1
Billy Patterson	2	Lard	2
Quinine	4	Brass	1
Burnt tin	3	Milk of human kindness	1
Sand	1	Oil	3
Tin	2	Alcohol	1
Lottery tickets	1		
Bear's oil	4	Total	100
For higher wages	10		



In March, 1865, A. & H. Fish & Co. began work on their well near the Fish Saw Mill, four miles west of the city.

Chicago enterprise was represented almost in every quarter of the county. From the East, too, wise men came to seize upon the channels of liquid gold.

The following reference to the mineral well, near Lapeer Avenue Schoolhouse, of July 13, 1870, goes to prove that, even after the lapse of five years, this undignified cynicism existed:

Specific gravity.....	1.013754	Ox (b)ide of Durham (tail).....	33,783
Temperature (Fahr.).....	57½	Ox (h)ide of iron from scraps procured at the Phoenix Iron Works and carefully placed in the well).....	782,002
Chloride of sodium (Onondaga).....	22,817	Carbureted hydrogen.....	68,017
Chloride of sodium (Saginaw).....	17,211	Carbureted hydrogen (extract Gas works).....	49,701
Chloride of sodium (St. Clair).....	187,488	Sulphureted eggs (decayed).....	103,024
Chloride of lime.....	107,590	Sublimate of leather (old shoes).....	27,991
Carbonic acid.....	11,729	Lithia.....	a trace.
Sulphate of soda (water sarsaparilla syrup)	4,072	Iodide of aqua fortis.....	13,201
Sulphate of asafetida.....	112,081	Solid contents in one Imperial gallon (grs.).....	21,782.437
Bicar. of potash (tinc. grease de savon)...	49,342	Total carbonic acid (cubic inches).....	282,944
Bicar. of pomme de terre (parings).....	11,830		
Phosphate of buckwheat (cooked).....	16,411		

During the year 1870, the magnetic wells claimed the attention of many peculiar spirits. The following paper is one of many specimens of their legal and literary tastes:

STATE OF MICHIGAN,

COUNTY OF ST. CLAIR, 1888

On this 14th day of July, before me a Notary Public in aforesaid county, personally appeared, Ignatz Peterchhoff, who, being duly sworn, deposes and says: I am now one hundred and nine years old; reside in St. Petersburg; am teacher of elocution in the Russian Court; have been deaf and dumb from my birth until the 9th inst. On the 10th of last April, at 37½ minutes past one o'clock in the morning, I had a vision telling me to come to Port Huron and be cured of my infirmities. I came, and, after using the water two days, could hear and talk with perfect ease. This morning I received a cable dispatch from the Czar instructing me to offer Prof. Barnes a Siberian squirrel for exhibition in his next show, if he would dig up the well and move it to St. Petersburg.

IGNATZ PETERCHOFF.

Sworn and subscribed to, before me, this 13th day of July, 1870.

H. G. BARNUMTON, Notary Public St. Clair County.

Regarding those old times, a contributor says: "We cannot fail to remember the lively times created by the supposed discovery of the existence of oil in this region. Many most prominent citizens were attacked with great violence by the oil fever, which finally settled down to 'oil on the brain,' when the antics enacted by the patients afforded very general amusement for the outsiders who had escaped the contagion. The brigade with 'oil on the brain' pitched in lively, leased or bought up something less than a million of acres of exceedingly rich 'oil lands,' and, digging a number of holes in the ground, rented a room, fitted it up, and opened an 'Oil Exchange!' For a time, the meetings at the 'Exchange' were crowded with 'big fish' from Toledo, Chicago, Milwaukee, etc., who bit lively at the 'oil lands' so temptingly displayed—and to their intense satisfaction became the happy possessors of large interests in the lands from which oceans of oil were soon to be flowing! Regular minutes of the meetings of the Board were kept by the Secretary; a copy of which we accidentally came across the other day, from which the following racy extracts are made:

"March 9, 1865 Meeting at usual hour. A general pause in oil speculation! Many faces elongated—a constant inquiry and anxiety about the quantity of oil in the Baker Well.

"March 10 Meeting at usual hour. Members not very prompt in attendance; but those present still anxious about the quantity of oil in the Baker Well. Many hopes, doubts and fears; while some stiff-backed gents offer to wager on quantity.

"March 11 Met at usual hour. Numbers decreasing. W. B. — migrates to Western parts, to get nearer the setting sun; supposed to be where 'hope deferred,' etc., 'distance lends enchantment,' etc. An anxiety to sell oil territory a little lower.

"March 12 Met at usual hour. Secretary gone to Detroit, to keep up courage of a few desponding purchasers. The Baker Well to be measured. Good news from said well sends a thrill of hope to many a weary millionaire.

"March 13 Met at usual hour. Attendance growing beautifully less. Baker Well has been measured by State Geologist (no printed report); from six inches to a foot of oil in it: a

good prospect of an entire failure of the well until again dug deeper. President goes to concert—needs a little cheering up.

"March 14—Meeting of a few to read the daily papers: Long steady faces, proceeding to hold on for future developments. A sample of the oil from the Baker Well deodorized by J. N——; a 'splendid' article; pronounced neither Enniskillen or Penna. oil. Hope rises; a permanent feeling pervading members not to buy or sell.

"March 15—Met at usual hour. More hope and some discouragement. the White Well is roaring with *gas*! White sanguine, but Harris has got the tools fast in the well. A few new arrivals from Chicago—plucky fellows—but can't see that flowing well. H——, confident and sound on oil; he is about to dig a big hole in the ground where he found the 'oil weed.' He's some on oil!

"March 16—Met at usual hour. President and Secretary alone in their glory. Dark dreary, lonely, muddy, rainy day; all operations at a standstill; President thinks the New York *Herald* a very good paper; editor of Port Huron *Press* steps in for an item; he may get it.

"March 17—Good news from the different wells. Some feel better, not that they have struck oil, but that the draft has not struck them. Excitement on the draft has the inside track. Funk is fast closing up on the first wells, and he is in a fair way to outstrip them all. Go in, Funk!

"March 25—A goodly number of hopeful, strong believers in oil present. So far, had a rather dark week; but can see no lack of confidence among the 'true blues.' Gratiot Co. down 80 feet, clay and sand, saturated with petroleum; Huron Co. progressing with fair prospects. Stock, generally, does not run up as much as it does down.

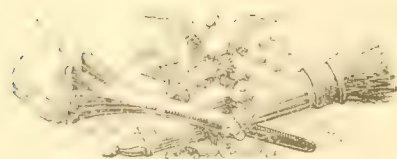
"April 1—All Fools' Day opens rich. W. B.———beats the whirlwind of Petroleum from afar, and starts up to Gratiot Co.'s hole in the ground; returns late at night, having found oil *and* gas! The President grows young and nimble, jumps into the bucket and goes down to the bottom to make a sure thing of it. He swears, by the Great Jehovah, it's genuine black oil; cuts a pigeon wing in the hole and rises to the surface again."

After this, oil matters gradually assumed a deep *blue*—the good-natured President cut no more pigeon wings, our Chicago, Milwaukee and Toledo friends faded from view—the "Exchange" was closed, and naught remains to remind us of the "oily era" of '65, save a vial on a shelf before us, which once contained the "genuine" article from the Baker Well!

#### AN RETROSPECT

St. Clair County, to-day rejoicing in the pride of its strength, teeming with wealth and glittering in the sunlight of a prosperity that startles the visitor into a smile of gladness, was, even in 1835, a wilderness almost as unbroken as when John Nicolet, in 1632-34, visited this section. The historian takes up the thread of life since then, as tangled by events, slowly. What prompted the pioneers to their advent into this land? Was it that spirit of adventure which impelled the cavaliers of the olden time to pursue with eagerness the phantom of a hope into the East? Was it a sense of duty, which first found expression in the New World in 1620, on Plymouth Rock? Perhaps, after all, it was only that they might better their condition—might find cheap lands and soon obtain comfortable homes. But many of them are dead, and the inquirer, who has seen so many of his idols turned to clay, and his ideals perish, comes naturally, by and by, to the time when he analyzes, such and such things have happened—why? Such and such men have passed away—how? Such and such events have lighted up the sky of advancing civilization, as a meteor might the physical. Whence do they proceed? The men who came to the front, and laid the foundations for this continuous and lovely landscape of nature, glimmering like a gem in its emerald setting, belonged to a *regime* that is fast giving place to an enterprise which, though greater, is less earnest, because providence and nature more materially aid man's ambitions. They were the grizzled grenadiers in the army of pioneers, who never, in any sudden storm or rally, desperate *melee* or sorrowful encounter, forgot to doff their plumed hats to an adversary and cry out, through their gray mus-

taches, as they shortened their sword-arm, "*En garde!*" It may be anything or nothing, but the one thing certain about it all is they were the enterprising spirits who laid the foundation for this teeming wealth and sunny prosperity. Though dead, they live again. Not alone in the promised land beyond the swift Borysthems, but in the land they prepared for after generations. Many of the prominent actors in the prelude are dead, but the drama goes on, and will last until the human race has run its course, and the wide firmament is rolled up like a scroll. Many of the singers are dead, but their song has gone on: out of the darkness has come a light, out of the sorrow an exceeding joy. The present should profit by the past, and take examples from the views of those, which shall make heart and home happy, better men, citizens and Americans. The present should be admonished by the past, to labor with equal diligence for the personal blessings of health of body, vigor of mind and success in life, as also for the blessings promised in the life to come. But the hard hands which prepared the way for the fruitful fields which grew from the wilds of the county; for filling its cities and towns with the habitations of men, seminaries of learning, public edifices and other evidences of a pronounced prosperity, are quietly folded in their mother earth, and it must be of interest to those who enjoy their possessions, to know when, where, and by whom civilization was commenced, and to learn some of the incidents connected with the first settlements, as also with the steps by which St. Clair County has attained the importance claimed by its inhabitants and conceded by its neighbors.





## ROADS AND RAILWAYS

The act approved April 7, 1846, authorized Abner Smith, George Judson and William Young to lay out a road from the village of Corunna, in Shiawassee County, *via* Romeo, to St. Clair Village.

The road from Almont, in Lapeer County, to Port Huron, was established April 15, 1846, and Joshua Tompkins, Daniel B. Harrington and James H. Andrews appointed Commissioners.

The Detroit & Port Huron Plank Road Co. was incorporated under authority of act approved March 9, 1844. Jonathan Kearsley, Porter Kibbee, William Lewis and John Heath were appointed Commissioners.

The State road from Lexington to Point aux Barques was authorized to be built March 9, 1844.

The State road from Palmer, or St. Clair, to the village of Riley, was authorized March 17, 1847, with John Grinnell as Commissioner.

The St. Clair & Romeo Turnpike Co. was incorporated March 24, 1845, with Timothy Morse, Jarvis Hurd, Alfred Ashley, Aldis L. Rich, Neil Gray, Jr., Asahel Bailey and Thaddeus Hazelton, Commissioners.

An act approved March 31, 1848, appropriated 4,500 acres of State lands, in St. Clair County, for building a road from Almont to St. Clair Village, being a continuation of the road ordered at the same time, from Lapeer to Almont.

The Port Huron & Lapeer Plank Road Co. was incorporated March 16, 1849, with John R. White, Lorenzo M. Mason, Samuel Rogers, N. H. Hart and James W. Sanborn, Commissioners.

The St. Clair Plank Road Co. was incorporated April 2, 1849, with Pierce G. Wright, Charles Kimball, Horatio N. Monson, Simeon B. Brown, Harmon Chamberlin, John E. Kitton and Marcus H. Miles, Commissioners. The capital stock was set down at \$20,000, and the road was to be built from St. Clair Village to the Gratiot Turnpike, in St. Clair Township.

The Clyde Plank & Macadamized Road Co., organized to build a road from Port Huron City to Brockway Centre, with a branch to the Wild Cat road in Grant Township, and thence to the Davisville & Lexington Plank Road, was organized November 30, 1874, with John Beard, John Kinney, Alexander McNaughton, E. Vincent and T. A. Beard, shareholders. In later days, the work of road building has been almost entirely undertaken by the county authorities.

On the completion of these roads, a stage was placed on the route. So late as 1840, the visitor from the Eastern States looked forward to the journey by stage into the pine lands with anxiety.

Within the ten or twelve years succeeding, great improvements were effected; railroads were completed from Detroit and Toledo to Chicago; roads were rebuilt, and the means of travel rendered tolerable. But for those who came in early days and entered upon the work of building up a State, the roads were few, and rough in the extreme.

#### RAILROADS.

The railroad system of Michigan is one of the most perfect in the world, claiming over 3,814 miles. To the people of this county, who have already one great railroad center at their county seat, and look for another one, equally as extensive, at their old seat of justice, the following review of the railroads of the Lower Peninsula must be of some value. The information is taken from the State reports for 1882:

The Atlantic seaboard cities are, and are likely to be, the great markets for the produce and supplies of this part of the United States; and hence, the land thoroughfares of traffic of this region mainly run east and west. There are six important lines of railroad which traverse the Lower Peninsula of Michigan, practically in that direction. These are the Lake Shore & Michigan Southern, the Michigan Central, the Detroit, Lansing & Northern, the Detroit, Grand Haven & Milwaukee, the Flint & Pere Marquette, and the Chicago & Grand Trunk, Southeastern Michigan is also crossed by the Wabash, St. Louis & Pacific Railway, connecting it with the main lines of the Wabash and the Baltimore & Ohio corporations.

The Lower Peninsula has, in addition, a well-developed north and south railway system; which, beside carrying to market the products of farms, gardens and orchards, derives a large share of its revenue from the transportation of lumber and the business growing out of lumber operations. This comprises these roads: The Flint & Pere Marquette, which is also an important factor in the east and west system; the Jackson, Lansing & Saginaw, which, as the Mackinac Branch of the Michigan Central, may be called a feeder of the same system; the Grand Rapids & Indiana, which is purely a north and south road, but has intimate relations with the wealthy Pennsylvania Company; the Chicago & West Michigan, which will soon have a southern connection with the Baltimore & Ohio; and the short lines of the Fort Wayne & Jackson and the Toledo, Ann Arbor & Grand Trunk.

Of the great east and west trunk lines north of the Ohio River—the Grand Trunk, the Michigan Central and the Lake Shore, connecting with the New York Central system, the Wabash—the Pennsylvania and the Baltimore & Ohio—the first four traverse Michigan territory, and the others reach it by valuable connections with friendly roads.

Nearly all of the Michigan lines named have branches or feeders spreading over the Lower Peninsula and interlacing with each other, so that not only is every populous rural community supplied with railroad facilities, but nearly all the cities and villages of importance have two or more railroad outlets, and the benefits of the resulting competition.

One of the oldest and richest of these railroad corporations is the Lake Shore & Michigan Southern, extending from Chicago, *via* Toledo, to Buffalo. Its main line enters the State at the western border of St. Joseph County, and thence traverses that and the counties of Branch, Hillsdale and Lenawee, passing into Ohio through a corner of Monroe. Upon this line, which crosses the three counties first named centrally, are the thriving towns of Coldwater, Jonesville, Hillsdale, Hudson and Adrian. The Lake Shore has numerous branches in Michigan, all operated as feeders to the trunk line from Toledo to Buffalo. These include the roads extending from Toledo through Monroe to Detroit; from Adrian to Monroe; from the main line near Adrian through Tecumseh and Manchester to Jackson; from Banker's on the Fort Wayne & Jackson road, through Hillsdale and Manchester to Ypsilanti; from Jonesville through Homer, Albion and Eaton Rapids to Lansing; from White Pigeon through Three Rivers, Kalamazoo and Allegan to Grand Rapids; and from Trenton, on the Detroit River, through Monroe and Lenawee Counties to Fayette, about four miles within the borders of Ohio. The total length of the Lake Shore & Michigan Southern and these several branches, within this State, is 532 miles.

First of the railroads of the State in age, and perhaps in importance so far as Michigan is concerned, is the Michigan Central. Its main line extends from Chicago to Detroit, crossing the counties of Berrien, Cass, Van Buren, Kalamazoo, Calhoun, Jackson, Washtenaw and Wayne, and counting among its stations the important towns of Niles, Kalamazoo, Battle Creek, Marshall, Albion, Jackson, Ann Arbor and Ypsilanti. Its Air Line Division extends from Niles to Jackson, passing through the counties of Cass, St. Joseph, Branch, Calhoun and Jackson, and touching Cassopolis, Three Rivers, Centerville and Homer.

There are several very important roads operated by this corporation. Chief of these is the Jackson, Lansing & Saginaw, which now forms the Saginaw and the Mackinac Divisions of the Michigan Central. It extends from Jackson to the Straits of Mackinac, a distance of 295 miles, and passes through Lansing, the capital of the State, Saginaw, West Bay City, Gaylord and Cheboygan, to Mackinac City, crossing the counties of Jackson, Ingham, Shiawassee, Saginaw, Bay, Ogemaw, Rosecommon, Crawford, Otsego and Cheboygan. A glance at the map will show this line, unquestionably destined to become an important artery of trade and travel, passing midway through the central part of the Lower Peninsula, north of Saginaw Bay, and opening to settlement a country hitherto largely undeveloped. It connects at the Straits of Mackinac, by a ferryage of five miles, with the Detroit, Mackinac & Marquette Railroad of the Upper Peninsula, and also at Bay City with the Detroit, Saginaw & Bay City, another feeder of the Michigan Central, with which it forms a direct line between Detroit, the commercial metropolis of the State, and the new and rapidly growing portions of both peninsulas.



The Detroit, Saginaw & Bay City, which is operated as the Bay City Division of the Michigan Central, extends from Bay City to Detroit, passing through Vassar, Lapeer, the county seat of the county of that name, Rochester and Utica. It has branches extending from Denmark Junction through East Saginaw to Saginaw, from Vassar to Cairo, the county seat of Tuscola, and from Lapeer northward nine miles to Five Lakes. The Grand River Valley Division of the Michigan Central extends from Grand Rapids to Jackson, passing through Hastings and Charlotte, the county seats of Barry and Eaton Counties. The Kalamazoo & South Haven Division runs through Kalamazoo and Van Buren Counties and connects the two places named, the latter an important point on Lake Michigan. A short branch also connects Niles with South Bend, Ind. The total length of the Michigan Central and its branches in Michigan is 911 miles, exclusive of double track, which extends for many miles along the main line.

The Chicago & Grand Trunk Railroad extends from Chicago to a connection with the main line of the Grand Trunk of Canada at Port Huron. It enters the State at the southwestern border of Cass County, which it crosses centrally and diagonally, then traverses consecutively the counties of Kalamazoo, Calhoun, Eaton, Ingham, Shiawassee, Genesee, Lapeer and St. Clair. Its chief stations are Cassopolis, Battle Creek, Bellevue, Charlotte, Lansing, Flint and Lapeer. Belonging to the same system is a line from Port Huron through Mount Clemens, the county seat of Macomb County, to Detroit, with a branch from Ridgeway through Romeo and Rochester to Pontiac, whence it will soon be extended to Jackson. The total length of the roads in Michigan controlled by Grand Trunk interests is 319 miles, and they form part of a great thoroughfare to the Atlantic seaports, to Montreal as well as to those of the United States.

The Wabash, St. Louis & Pacific system spreads through several Western States, and touches the principal cities of the West and Southwest. It enters Michigan from Ohio, in the southeast corner of Hillsdale County, and crosses Lenawee diagonally, passing through Adrian. It also crosses corners of Monroe and Washtenaw Counties, then traverses Wayne to Detroit. The total present length of the road in this State is 78 miles. It not only connects the chief city of Michigan with the Wabash system, but at Auburn, Ind., taps the important Baltimore & Ohio road.

The Detroit, Lansing & Northern R. R. extends from Howard City, on the G. R. & I. road, through Greenville, Ionia, Portland, Lansing, Howell, Brighton and Plymouth to Detroit. In its course it traverses the counties of Montcalm, Ionia, Ingham, Livingston and Wayne, and passes through parts of Clinton, Eaton, Oakland and Washtenaw. It has a branch extending from Ionia through Stanton, the county seat of Montcalm, and Blanchard, in Isabella County, to Big Rapids, the county seat of Mecosta; this Stanton Branch is connected with Belding by a short line. It also operates the Saginaw Valley & St. Louis Railroad, running from Alma through St. Louis, in Gratiot County, to Saginaw City. With this latter road, connections are made by an independent line, which is known as the Chicago, Saginaw & Canada, and runs from St. Louis through Alma and Edmore (on the Stanton Branch of the main line) to Lakeview. The total length of the lines operated by the Detroit, Lansing & Northern is 254 miles, and that of the Chicago, Saginaw & Canada, 38 miles.

The D. G. H. & M. R. R. extends from Grand Haven, one of the principal ports on Lake Michigan, and the county seat of Ottawa County, through Grand Rapids, Ionia, St. John's, Comma, Owosso, Fenton, Holly and Pontiac to Detroit. It crosses the counties of Ottawa, Kent, Ionia, Clinton, Shiawassee and Oakland quite centrally, and also passes through the southern portion of Genesee. Its total length is 189 miles.

The main line of the Flint & Pere Marquette commences at Ludington, on the western shore, and passes through Mason, Lake, Osceola, Clare, Midland, Saginaw, Genesee, Oakland, Wayne and Monroe Counties, to the city of Monroe. Among its stations are Baldwin, Reed City, Hersey, Evart, Clare, Midland, Saginaw, East Saginaw, Flint, Holly, Milford, Plymouth and Wayne. An examination of the map will show that this is one of the important roads of Michigan, serving a large belt of new and rapidly developing country in the northern midland district, and also traversing some of the oldest and richest counties. The Flint & Pere Marquette has branches extending from Manistee to Manistee Junction on the main line.

from East Saginaw to Bay City, from a point near East Saginaw to South Saginaw, and from Flint through Otter Lake to Pistoria. This corporation also controls and operates the Saginaw & Mount Pleasant (Narrow Gauge) Railroad, running from Coleman, on its main line in Midland County, to Mount Pleasant, the county seat of Isabella, and the Saginaw & Clare Railroad connecting it with Harrison, the county seat of Clare. Its total length, including that of its branches of all kinds, is 345 miles.

The G. R. & L. R. R. extends from Petoskey, in Emmet County, almost due southward through the counties of Antrim, Kalkaska, Grand Traverse, Wexford, Osceola, Mecosta, Montcalm, Kent, Allegan, Kalamazoo and St. Joseph to Fort Wayne, Ind., where it connects with the great Pennsylvania system leading to the Atlantic coast, affording the main outlet to all south-eastern consuming points. Its important stations are Cadillac, Reed City, Big Rapids, Grand Rapids, Plainwell, Kalamazoo and Sturgis. It has these branches: 1, from Montcalm to Allegan; 2, from Orono completed twelve miles to Luther and projected to Manistee; 3, from a point above Cadillac five miles toward Lake City; 4, from Walton to Traverse City; 5, from Petoskey to Harbor Springs. The main line is being extended to the Straits of Mackinac, and will reach that point during the summer of 1882. This road is the most important of the Western Michigan lines, and has been a valuable factor in the development of the northwestern portion of the Lower Peninsula. The total length in Michigan of the lines owned or operated by it is 341 miles.

The Chicago & West Michigan Railroad traverses the important fruit belt of the western shore. Commencing at Penawater, on Lake Michigan, it passes through the counties of Oceana, Muskegon, Ottawa, Allegan, Van Buren, and Berrien to New Buffalo, on the Michigan Central. It has also branches from Holland to Grand Rapids, from Muskegon to Big Rapids, from Mears to Hart, from Holland to Allegan, from White Cloud, on its Big Rapids Branch, through Nawaygo to Grand Rapids, from White Cloud north toward the line of the Flint & Pere Marquette, from Woodville southeast into the pineries, along the shores of Muskegon Lake, and a short loop line south of Muskegon. Its extension north to the Flint & Pere Marquette line is under progress. Its extension south is also projected, by a line from New Buffalo, through La Porte, Ind., to points of junction with the Pennsylvania and the Baltimore & Ohio systems. The total length of this road and its branches is 379 miles.

The Canada Southern Railroad extends in Michigan from Toledo to Detroit, passing through Monroe and Wyandotte. Its main line proceeds eastward from Trenton Junction, crossing the Detroit River at Grosse Isle, and thence passing through Canada to Buffalo, forming one of the chief railway outlets of the State. This company also operates the short line (known as the Michigan, Midland & Canada) between St. Clair, on the river of that name, and Ridgeway, on the Detroit Branch of the Grand Trunk. The total length in Michigan of this road and its branches is 65 miles.

The Fort Wayne & Jackson Railroad extends from Fort Wayne, Ind., to Jackson, entering this State at the southeast corner of Branch County, and thence crossing Hillsdale County in a northerly direction, passing through Jonesville to Jackson. Its length in Michigan is 46 miles.

The Toledo, Ann Arbor & G. T. road was projected from Toledo to Pontiac, and is in operation at the present time to South Lyon, Oakland County. It crosses, in a nearly northern direction, the counties of Monroe and Washtenaw, passing through Ann Arbor. Its total length in Michigan is 57 miles.

The lumber districts of the State contain many short lines of railroad, constructed by lumbermen to carry logs from the pineries to the banks of rivers or lakes, or to some point of shipment. As a rule, these are private lines, and used only for the business of their owners. In a few instances, however, they have been incorporated under the general laws of the State, and thus opened to the public. These latter lines, which are of full gauge, are three in number, as follows: The Lake George & Muskegon River Railroad, in Clare County, connects the forests about Lake George with the Muskegon River; the Saginaw Bay & Northwestern Railroad extends from Pinconning, on Saginaw Bay, in Bay County, westward nearly to the line of Gladwin, with north and south branches near its western terminus; and the Lake County con-



meets with the Flint & Pere Marquette Railroad at New Branch station. The total length of these lines is 50 miles.

The roads included in the preceding description are of the standard gauge usually employed in the railroad construction of the United States—4 feet 8½ inches—except that the track of the Grand Rapids & Indiana (not including its Allegan Branch) is half an inch wider. There are also several narrow gauge lines, which have been built and are operated at a much less cost than that of the standard roads, and which supply thriving towns and districts with railroad facilities. One of these is of considerable length and importance. This is the Port Huron & Northwestern, which is completed from Port Huron to Sand Beach, with a branch to East Saginaw. The distance to Sand Beach is 71 miles, and the road runs almost due north entirely across the county of Sanilac, and about half way through Huron. The East Saginaw line takes a northwesterly course, crossing the counties of Sanilac and Tuscola, and touching northern Lapeer. The length of both branches is 150 miles. This is proving a very serviceable road in developing the Huron Peninsula.

The Saginaw, Tuscola & Huron Railroad extends from East Saginaw *via* Reese, Gilford and Unionville, to Sebewaing, a distance of 37 miles. It will extend beyond Sebewaing into the Huron Peninsula. The Paw Paw and the Toledo & South Haven roads make a continuous narrow gauge line of 13 miles, extending from Lawrence, near the center of Van Buren County, to Lawton, a station on the Michigan Central, through Paw Paw, the county seat of Van Buren. The Saginaw & Mount Pleasant Railroad is a narrow gauge line, operated, as has been said, by the Flint & Pere Marquette as one of its branches. The Hobart & Manistee River, the Tawas & Bay County, and the Muskegon River & Rose Lake lines are logging railroads of less than standard gauges, located respectively in the counties of Lake, Iosco and Osceola. The St. Joseph Valley Railroad is a short line which connects Berrien Springs, the county seat of Berrien County, with Buchanan, on the Michigan Central. Its extension to St. Joseph, on the shore of Lake Michigan, is expected during the summer of 1882. Its present length is 10 miles. All of these lines possess a gauge of three feet, except the Hobart & Manistee River, which is two inches wider.

Besides the proposed extensions of the lines now in operation already noted, there are several projected roads, which are considered reasonably sure to be built in the immediate future. Chief of these is the Bay City & Alpena, which is to run from some point on the Flint & Pere Marquette, or on the Mackinac Division of the Michigan Central, through Bay, Iosco, Alcona and Alpena Counties along the Lake Huron shore to Alpena, touching the important towns of Alabaster, Tawas City, East Tawas, Au Sable, Oscoda and Harrisville. This road is to be of standard gauge, as will also be a projected line connecting Ovid, on the Detroit, Grand Haven & Milwaukee, with Walton, on the Grand Rapids & Indiana, and thus forming a new route between Detroit and Traverse City. Prominent capitalists and the localities interested are also considering projects for the construction of narrow gauge roads from Detroit to the chief towns in the Huron Peninsula, from Pontiac to Caseville or Port Austin, from Frankfort to Manistee, from Almont to Port Huron, from Traverse City into Leelanaw County, and from Pontiac to Jackson—a continuation of the St. Clair & Ridgeway Railroad.

Of the sixty-seven counties in the Lower Peninsula, fifty-one have county seats possessing railroad communications. Of the sixteen county seats which have no railroad as yet, nine are lake ports, and have water communication, leaving only the county seats of seven—Sanilac, Huron, Gratiot, Gladwin, Missaukee, Montmorency and Oscoda—which have neither rail nor water outlets, and not one of these is twenty miles from a railroad station. The counties in the Lower Peninsula which no railroad touches are but eight in number, namely, Alcona, Alpena, Gladwin, Leelanaw, Missaukee, Montmorency, Oscoda and Presque Isle. In his report for 1874, the Railroad Commissioner of Michigan made this striking statement, and the comparison is equally valid now: "In the four southern tiers of counties of this State, embracing 17,894 square miles of territory, and a population, according to the census of 1874, of 997,701, we have 2,333 miles of railroad. This is equal to one mile of road to every 427 inhabitants, while in Massachusetts there is only one mile of road to every 879 inhabitants; and in Connecticut there is but one mile of road to every 620 inhabitants; so that we have, within



the limits of the territory mentioned, in proportion to the population, more than two miles of road to one in Massachusetts, and one and two fifths miles of road to one for Connecticut."

#### RAILROADS OF THE COUNTY.

The P. H. & N. M. road was projected as early as 1836, one of the great enterprises of that year. The company was formed in 1841. In 1856, the P. H. & N. M. R. R. Co. was organized, the line located and a large sum expended. The interests of the company were sold in 1861, and the organization broken up. In 1865, another company purchased the property and rights of the defunct railroad organization. This company operated the road, until its recent transfer to the Grand Trunk Company, with Mr. Bonner as general manager.

#### REMINISCENCES OF THE NORTHERN RAILROAD.

An old resident of the Saginaw region wrote a series of letters for the *Bay City Journal*, the last of which, regarding the Northern Michigan Railroad, now the Port Huron & Lake Michigan, is thus given: "At the present time the name would hardly indicate its location, but at the time it was located it was to pass through the northern tier of counties in which there was any settlement, except the sparse and isolated ones in Saginaw, Mackinac and Chippewa counties, and to give your readers some indication of the rapid growth of Northern Michigan, it should be stated that a sectional contest for the election of a United States Senator in 1847, only twenty five years ago, when the North, South and West each presented a candidate, all the representatives from the counties north of the tier through which the Central Railroad passes, and east of the meridian line including Clinton and a part of Ingham west of it, marshalled themselves together as the champions of Northern Michigan and constituted less than one third of the members of the Legislature. The Northern Railroad, not having as many interested advocates as the Central and Southern lines, was not presented with the same vigor, but there must have been a large appropriation made for its construction at an early day; for in 1841, after much money had been expended in clearing and grubbing the line of the road, there was an unexpended balance of the appropriation amounting to \$60,000, which was ordered by the Legislature to be expended in the construction of a wagon road. I think the whole of that balance could not have been available for that purpose, for but a small portion of the line was passable as a wagon road in 1848, when an appropriation of 20,000 acres internal improvement land was appropriated, to be expended under the direction of a special commissioner in the construction of a wagon road on the before mentioned line. I think the Hon. A. N. Hunt, of Lapeer, was appointed special commissioner to make the outlay. Up to 1849, the expenditures of the appropriations for a wagon road were confined to the line adopted for the Northern Railroad. In that year the Legislature passed an act appointing Lewis S. Tyler, of Genesee County (father of Doit Tyier, of our city), Albert Miller, of Saginaw County, and Henry Hunt, of Shiawassee County, commissioners to re-survey and locate the line of road upon which the special commissioner should expend the land appropriation which had been appropriated to that section of the road which lies between the villages of Flint and Corunna. The commissioners had three lines to choose from—the southern, passing through what was then known as the Miller settlement; the central, passing through the Lyon settlement, and the northern line, passing through the village of Flushing. A line of road had been opened on each of the two first mentioned routes, and the country partially settled all the way between Flint and Corunna, and on the northern route a good road had been constructed from Flint to Flushing, a distance of ten miles. The country was all settled along here, but after passing one mile west from the Flint River at Flushing, they came to a tract of fine timber land, which had never been penetrated by the settler, which extended nearly to Corunna, and a large portion of which had been selected and reserved for the payment of labor on the very road the line of which they were required to locate. The act appointing the commissioners authorized them, in locating the road, to take into consideration the individual subscriptions which might be made on the respective roads, and locate where the public interest might be the best subserved. There were heavy subscriptions made in favor of the northern route by James Seymour, of Flushing, and by George and Porter Hazleton, of Flint. After carefully

looking over the different routes, and discussing the different interests pertaining to each, the commissioners were unanimous in selecting the northern route; and subsequent events proved the wisdom of their selection, for in a short time a whole township through which the road passed was settled. If either of the other routes had been adopted, there would hardly have been an additional settler in consequence of it; for all the land had been purchased from Government and most of it occupied; but the land over which the road passed, between Flushing and Corunna, was, a large portion of it, State Internal Improvement Land, and the contractors and laborers who built the road were glad to receive it for their labor, and, as mentioned above, it was very soon settled, and a township was organized and named Hazelton.

In 1847, the Port Huron & Lake Michigan Railroad Company was incorporated; the Legislature authorized the company to take any portion of the northern wagon road that they might wish to adopt for their line, and relinquished to them all the rights of the State in the Northern Railroad. That company has been struggling for twenty-five years to build their road, and at last have succeeded in completing that portion which lies between Port Huron and Flint, which must be a good paying road; but I think the business of the road would be greatly increased by extending the line to Owosso, which, by crossing the lake, would make the shortest possible route from the great West to the Atlantic cities."

The following-named citizens petitioned Mayor Hibbard, of Port Huron, to call a meeting of tax-payers, to vote on the question of granting a loan of \$42,000 to the P. H. & L. M. R. R. Co.: S. L. Boyce, William Farr, Alexander Buchanan, John Hilton, J. J. Haynes, A. K. Comins, John Johnston, Henry Howard, E. C. Carleton, P. B. Sanborn, James M. Sanborn, D. Bryce, George W. Pinkham, S. B. Green, W. L. Hoffman, H. C. Hope, William Wastell, G. J. Parker, A. L. Stebbins, Thomas S. Skinner, E. R. Sweetser, William Hartsuff, C. G. Meisel, J. A. Davidson, J. B. Farrand, N. Walker, R. S. Patterson, H. Fish, M. Hagedon, S. McCormick, John Miller, John McCormick, Andrew Foster, Gage Inslee, H. A. Beach, F. Saunders, John Chambers, D. S. Harley, William Sanborn, John Cole, John P. Sanborn, J. H. White, Ira Osborn, William R. Mulford, I. D. Carleton, H. N. Wright, T. S. Tucker, John T. Travers, Jr., A. E. Chadwick, D. Ryan, J. B. Robinson, R. M. French, C. W. Robinson, John Haslett, T. L. Hubbard.

The Mayor, in acceding to the petition, ordered a vote to be taken August 17, 1869. This election resulted in a vote of 502 for granting the loan, and 74 against the loan.

The stockholders of this road met at Port Huron, December 29, 1870. The condition of the railroad at that time is set forth in the following extract from the report of President Edgar White: The road was opened for traffic to Capac on June 8, 1870, and to Inlay City on the 28th day of July following. The gross receipts from traffic were \$41,259.02. The number of passengers carried is 16,657, and the amount of freight moved 17,866.13-20 tons. The running expenses were light, being only \$12,317.47.

The following officers were elected for the year 1871: Directors—Edgar White, Port Huron; W. L. Bancroft, Port Huron; James Turritt, Lapeer; Artemas Thayer, Flint; Isaac Gale, Remington, Mich.; W. F. Allen, Albany, N. Y.; W. F. Drake, New York.

President—Edgar White.

Secretary and Treasurer—W. L. Bancroft.

The Treasurer made the following report:

RECEIPTS		EXPENDITURES	
First Mortgage Bonds	\$505,000 00	Construction ac't.	\$482,140 65
Municipal Bonds	4,400 00	Equipment ac't.	34,492 86
Stock Subscriptions	44,100 00	Station Buildings	6,292 25
Traffic Receipts	41,259 02	Operating Expenses	12,315 47
Bills Payable	29,975 33	Tools and Machinery	680 67
Difference in Fuel ac't.	684 87	Coupons, Dis't and Interest	29,937 10
		Contingent Expense ac't.	2,438 26
		Bills Receivable	50,072 39
		Balance	7,049 57
	<b>\$625,419.22</b>		<b>\$625,419.22</b>

The equipment of the road consisted of three locomotives, two passenger cars, two baggage cars, ten box cars and fifty flat cars. Most of the rolling stock was purchased during the year 1870. The company commenced running trains to a point forty miles from Port Huron, and about seven miles beyond Imlay City, early in January, 1871.

The opening of the Port Huron & Lake Michigan Railroad to Lapeer was celebrated on June 6, 1871, by an excursion of "old settlers" of Port Huron, to the former city, on invitation of the officers of the road. Nearly two hundred invitations were issued, and about one hundred and fifty excursionists went out, filling three cars. The train which left the city, drawn by the locomotive Genesee, consisted of the two new passenger cars recently built for this road at Taunton, Mass., the new baggage, mail and express car, and the regular passenger car. No incident of special interest occurred until the train arrived at Imlay City, where the excursionists found a large number of people at the station. The building was trimmed with evergreens, and at different points the following mottoes, painted upon canyons, or worked in evergreens were displayed:

"Welcome."

"Slow But Sure."

"Energy and Perseverance will insure Success."

A number of young girls who had gathered in the station building sang songs while the train halted, and there were indications of good feeling on every hand. After passing Attica Station, four or five miles west of Imlay, the speed of the train was slackened, as the iron had been laid upon this section but a few days, and only a small portion of the track had been ballasted. As the train approached the stopping place at Lapeer, the depot buildings not having been completed, an animated scene was presented to the eyes of the excursionists. Gathered in the road, and in an adjoining grove, were several hundred people, with horses and carriages, who commenced cheering and waving hats and handkerchiefs, and as soon as the excursionists left the cars they were warmly welcomed. It was soon understood that dinner would be prepared at the Abram House, and thither the Port Huron visitors were conducted, carriages being furnished for most of them. In the parlors of the hotel, the excursionists met and became acquainted with many of the leading citizens of Lapeer, and an hour or more was very agreeably spent in social intercourse. The committee acting for the citizens of Lapeer was composed of the following gentlemen: R. G. Hart, James Turrill, E. J. White, Horace D. Road, W. H. Jemmis. Among those acting as waiters at the tables were many young gentlemen and ladies belonging to the best families in the city, who had volunteered for the occasion; but although inexperienced in this particular branch of business, none had reason to complain that they were not promptly and beautifully served. All the arrangements were well made and carried out, and the welcome given to the Port Huron excursionists afforded them the highest gratification. The train left for the return trip late in the afternoon, a large number of the citizens of Lapeer escorting their Port Huron friends to the depot, and cheering them as the train moved off. Nor were the excursionists slow in expressing their appreciation of the hospitality of the citizens of Lapeer, and responding to their demonstrations of satisfaction at the completion of the railroad to that point—a bond of commercial and social union between the two cities.

The arrangements made and carried out by the officers of the Railroad Company were also excellent in every respect. Mr. Bancroft and his assistant, Mr. Taylor, were on the train, and treated all the excursionists with the greatest courtesy. There was no crowding in the cars, but seats and space seemed to be exactly suited to the number of persons to occupy them. The feeling of the excursionists was shown by the following resolutions, adopted on the return trip:

At a meeting of the excursionists composing the "Old Settlers Party," held on the cars upon the return from Lapeer, June 6, 1871, the following persons were present, and unanimously adopted the resolution hereafter written:

*Resolved*, That the thanks of this party be and they are hereby extended to the Port Huron & Lake Michigan Railroad Company, and to the Hon William L. Bancroft, Secretary thereof, for their energy, perseverance and pluck in building and equipping this



road and kindly placing this train of palace cars at our disposal to visit the prosperous city of Lapeer and receive the hospitality of her people.

John Hibbard, Rev. J. Donnelly, Jr., A. W. Clark, A. L. Stebbins, James H. Haslett, James Baird, Henry Fish, James Goulden, J. F. Merrill, F. L. Wells, D. Balentine, L. S. King, C. F. Harrington, E. Thompson, C. Robinson, D. Ryan, D. Whitman, I. D. Carleton, L. Atkins, E. R. Seeley, W. R. Mulford, A. Hendricks, B. H. Dale, John McNeil, E. G. Spalding, F. A. Weyers, John Howard, H. W. Stevens, D. Robeson, Jr., S. L. Boyce, O. D. Conger, G. W. Pinkham, E. Petit, F. Saunders, A. Schryver, N. P. White, H. L. Stevens, J. D. Whitney, J. H. White, W. T. Mitchell, J. F. Batchelor, D. M. Hagedon, D. B. Harrington, T. K. Whitman, L. A. Sherman, A. W. Comstock, Henry Howard, S. D. Pace, William Hartsuff, John Johnston, S. D. Clark, J. Montross, William Sanborn, J. B. Comstock, S. S. Ward, O. Masonville, O. B. J. Atkinson, J. F. Talbot, N. Potter, Ira Osborn, J. H. King, E. Burtch, Allen Fish, Ed. Inslee.

Mr. Bancroft, who was in the third car of the train, was called for, and in response spoke as follows:

"LADIES AND GENTLEMEN— I regret very much that the President of our company has not been able to be with us to-day; but on behalf of our company and of our Directors, I thank you for the expressions of satisfaction with the road and the excursion, contained in the resolutions just read and adopted; and I trust the Port Huron & Lake Michigan Railroad may long continue an avenue, not only of pleasure, but of wealth, to Port Huron and the entire section of country which it traverses.

"In conclusion, I again thank you for your kindly expressions of satisfaction with the excursion to-day."

A subscription paper was circulated, and something over \$300 subscribed as a fund for paying the expenses of an entertainment to the people of Lapeer, when they should visit Port Huron, which sum was increased to \$500.

On June 21, an excursion was given by the railroad company to the "Old Settlers" of Lapeer to Port Huron and return.

#### REMINISCENCES OF THE JOURNEY.

Leaving the depot in this city, which is temporarily located at a point considerably south of that intended for the permanent buildings, the road curves gradually to the west, an air line being taken a little north of west. Westward from this point the road is perfectly straight as far as Emmet Station, the country being nearly level. At Emmet, the road makes a slight double curve, but is really an air line to a point three miles this side of Lapeer. The stations between Port Huron and Lapeer are as follows: Grand Trunk Crossing, Thornton, Goodell's, Emmet and Capac, all in St. Clair County; and Inlay City and Attica (formerly Elk Lake), in Lapeer County. The distance from this city to Grand Trunk Crossing is four miles; to Thornton, ten miles; to Goodell's, twelve miles; to Emmet, eighteen miles; to Capac, twenty-nine miles; to Inlay City, thirty-four miles; to Attica, thirty-eight miles, and to Lapeer, a little over forty-six miles.

Lapeer is a city of about 2,000 inhabitants, very pleasantly located on Flint River, in the midst of a fine farming country. It has several fine churches, good court house and jail buildings, and several good business blocks on the principal street. There are also several educational establishments, including foundries and machine shops, two flouring mills, etc. Two newspapers are published there, the *Chronicle* (Republican), long established and ably conducted by its proprietor, Mr. S. J. Tomlinson, and the *Democrat*, recently started. Lapeer is already feeling the impetus given to its business by the railroad; and we understand that some of the business men of Pontiac, to which place, as the nearest railroad station, Lapeer has long been tributary, are making arrangements to establish themselves at Lapeer. The amount of traffic given to the railroad at this point will be very large, as an extensive tract of country, both north and south, seeks Lapeer as its natural market.

Attica Station, eight or nine miles east of Lapeer, was formerly known as Elk Lake. At this place the lumbering operations of L. N. Jenness & Co., and several other firms, are carried

on, and the amount of freights furnished the railroad is very large. A side track is now in process of construction to the mill of I. N. Jenness & Co., on the banks of Elk Lake.

Imlay City, four or five miles east, is a town of just one year's growth, but it already has 400 inhabitants and is attracting a large trade. The Bancroft House, kept by Charles Palmer, is a fine hotel located near the depot, affording first class accommodations to travelers. About 100 new buildings will be erected this summer, among which should be mentioned the new elevator of Messrs. Lamb & Townsend, 40x80 feet in size, now in process of construction. Imlay City will probably have a thousand inhabitants before it is three years old.

The next station east is Capac, a flourishing village of several hundred inhabitants, located near the western line of St. Clair County. It has a large trade from the north, extending even into Sanilac County, and the country for several miles south is also tributary to it.

Emmet Station, eighteen miles from Port Huron, is a small village, which must in time become a business point of considerable importance.

Goodell's Station has a post office and one or two stores, and is the point on the line where much of the produce of the rich farming township of Wales will seek an outlet.

Thornton, ten miles from Port Huron, is a flourishing little village, located half a mile from the station. The railroad has given it a start, and although it may never be a large town, a fair amount of business must always be done there.

The project of constructing a railroad westward from this city—then a small village—was first started in 1837, as a State enterprise. At the same time two other roads were projected, the Michigan Southern and Michigan Central, both of which were long since completed. The Northern Michigan Railroad did not prosper so well, however, and up to the year 1857, twenty years later, no work had been done upon it. In that year, a company was organized, with N. P. Stewart as manager, and considerable grading was done upon the line. But the strong opposition on the road on the part of rival lines, and other adverse circumstances, prevented its completion, and this project was finally abandoned.

Nothing further was done to secure the construction of the road until the year 1865, when the company was organized. Nor were the difficulties in the way, and the obstacles to be overcome, any less in 1865, than when the road was first projected. Indeed, they were even greater, the power of rival corporations having been greatly increased, while their hostility to the northern route had not diminished. But the resources of the friends of this route had also greatly increased, and liberal subscriptions to the stock of the company from citizens of Port Huron and other cities and towns on the route, gave it funds enough to make a start.

But still there were great obstacles to overcome. First, there was a veto from the Governor of a bill calculated to give towns and cities an opportunity to aid the road; and some years later, when a number of miles of the road had been completed, the decision of the Supreme Court, rendering worthless the bonds issued by towns and cities in aid of railroads, dealt a severe blow to the young corporation. Then there was constantly in the way the influence of moneyed men interested in other railroad lines, against the sale of the company's bonds; and such influence, as most projectors of new railroads have found, it is almost impossible to overcome.

But the managers of the new company would not be discouraged. With indomitable energy and perseverance, they sought out new methods of selling the company's bonds and raising money, so that funds to meet its obligations and push the work forward at a pace "slow," perhaps, but "sure," were seldom lacking. The first rail was laid in July, 1869, and on June 6, 1871, nearly forty-seven miles of road were completed, which brought the county seat of a prosperous and populous county into communication with Port Huron.

The total cost of the road, as completed in June, 1871, with rolling stock, station houses, docks, etc., was about \$1,400,000, or \$30,000 per mile. The credit of negotiating bonds was due, in a great measure, to the Secretary and Manager, W. L. Bancroft, and the construction of the road was credited to the wise policy of its principal officers, and the enterprise of the people of Port Huron and towns along the route. Since that time, the line was gradually extended until it reached Valparaiso, and thence over the P., F. W. & C. R. R. track to

Chicago. Under the control of the trustees, it was managed by William Bonner, and now forms the Chicago & Grand Trunk R. R.

#### THE MICHIGAN DIVISION OF THE GRAND TRUNK

The line of railway known as the Port Huron & Detroit Branch of the Grand Trunk Railway, was completed in the fall of 1859. The entire expense of construction and equipment was borne by the gigantic corporation known as the Grand Trunk Railroad Company of Canada. The Michigan Division passes through St. Clair County to Richmond Township, and traverses the county in a southwesterly direction. The road has proved of substantial advantage to every part of the State and county not otherwise accommodated with a railway outlet, while the connection has proved invaluable to our merchants and shippers, and thereby to producers generally, in affording a competing route to the East, as well as connection with points not reached by any other line. The main branch runs from Port Sarnia to Portland, Me., a distance of 802 miles. The Michigan Division runs from Port Huron to Detroit Junction, a distance of fifty-nine miles, making a total length, under the Grand Trunk corporation, of 861 miles, apart from its Port Huron and Chicago line, formerly the L. H. & C. R. R.

The Michigan Air Line was projected from St. Clair to Jackson; but it is not yet completed. The railroad from St. Clair to Ridgeway or Richmond, and thence to Pontiac, may be considered the nucleus of what promises to be the great Michigan Air Line to Chicago. Indeed, work on the extension on the St. Clair & Jackson Railroad, from Pontiac to Jackson, was begun in November, 1882.

The Michigan Air Line project was originally designed as a short line from Chicago to Buffalo, and was intended to run across the State from Chicago, striking the St. Clair River just above the town of St. Clair, and there connect with what is known as the Canada Southern. The Michigan Central, which aided in building so much of this line as lies between Jackson and Niles, and furnished almost the entire capital with which it was built, finally made it a feeder for Detroit and the Central. This road runs through St. Clair into the southeast corner of Richmond Township, then traverses the townships of Armada and Washington to Pontiac. It cost the people of the townships through which it runs a snug sum of money, but the benefits derived from the road ultimately compensate in a large measure for the heavy tax its construction imposed upon many individuals. That railroads in general are a benefit no one will deny, but some are constructed at an immense sacrifice to property-holders, and the remuneration, in actual value, is oftentimes imperceptibly slow in development. But on the whole, railroad enterprises, when conducted by persons who have the welfare of the several communities through which they shall pass at heart, are means of much good, and vice versa when instigated, carried on, and controlled by speculators, who look only to their own personal aggrandizement. As a public enolument, railroads ought to become as popular as they are generally successful.

#### THE PORT HURON AND NORTHWESTERN.

The latest and most remarkable railroad enterprise undertaken and carried to a successful issue by Port Huron citizens, is the Narrow Gauge Railroad. The first definite movement, says the editor of the *Times*, for the construction of a railroad into and through the section of country lying northwest of Port Huron was made less than five years ago. At the outset several schemes were proposed, but no definite organization for the purpose was effected until eleven citizens of Port Huron formed a company and subscribed for its entire capital stock themselves. The idea, as finally carried out, originated with John P. Sanborn. His associates in the company as first organized were Daniel B. Harrington, James Beard, William Hartsuff, Henry Howard, Henry McMorran, S. L. Ballentine, C. A. Ward, F. L. Wells, P. B. Sanborn and C. R. Brown. Gen. Hartsuff and C. R. Brown subsequently sold out their interests, and Mr. Harrington died, and their places on the board of directors were taken by C. F. Harrington, E. B. Harrington and Peter Sanborn. These are the men who took upon themselves the task of building a railroad through a country that was largely a wilderness and through whose energy, enterprise and labor the task was accomplished.

The first section of the road, from Port Huron to Croswell, was opened May 12, 1879.



This section is twenty-five miles long, and up to the time it was opened not a dollar of bonds had been issued, all the money for its construction having been furnished by the stockholders. Subsequently a mortgage of \$5,000 a mile was placed on the road, and this is the entire amount of its debt at the present time. On the 13th of September, 1880, the road was opened to Sand Beach, a distance of seventy miles from Port Huron. In the meantime, the Marlette Branch, then so called, had been projected, and this was opened to Marlette January 17, 1881. Subsequently, the extension of this line to East Saginaw was decided upon, and it became known as the East Saginaw Division, while the line to Sand Beach is called the Sand Beach Division. The length of the Sand Beach Division is seventy miles, and that of the East Saginaw Division ninety miles. The same track is used to Saginaw Junction, twelve miles from Port Huron, so that the total length of main track is 148 miles. The company also have over ten miles of sidings, making about 160 miles of track in all. The present equipment of the road consists of nine locomotives, six first-class and two second-class passenger coaches, four combination smoking and baggage cars, 175 box cars, eighty-six flat cars and seven stock cars. The company have now under contract, to be delivered soon, five additional locomotives, making fourteen in all, two parlor cars, four first-class and two second-class coaches, six summer excursion cars, and two mail and baggage cars. The passenger coaches of the company are equal in all points of elegance and comfort to those of standard gauge lines, and the second-class cars are as good as many of the first-class coaches now used on other lines.

In January, 1881, the first steps were taken toward the construction of the railroad bridge near the mouth of Black River. On January 3, a petition was presented to the Board of Supervisors, of which the following is a copy:

"The undersigned Port Huron & Northwestern Railway Company, a corporation formed and existing under the laws of the State of Michigan, would respectfully ask leave to construct a bridge over Black River, in the county of St. Clair, near the mouth of said river, for the purpose of crossing said river with engine, cars and other rolling stock and property pertaining to the operations and business of railroads. The height of said bridge to be not less than five feet from the surface of the water, to be constructed of wood, iron and stone, or stone, wood and iron. Such bridge will have a draw of not less than one hundred and forty feet and sufficient for the convenient passage of vessels and boats and approaches of about one hundred and sixty feet."

The petition was signed by John P. Sanborn, President of the Port Huron & Northwestern Railroad Company. The Committee on Roads and Bridges, consisting of Whipple Wheeler, Sylvester Caswell and Benjamin Latour, reported in favor of granting the request, on which report the board acted.

The track of the road is remarkably smooth throughout, considering the newness of the road bed, and trains run as smoothly as on most of the older standard gauge roads. Between Port Huron and East Saginaw, the road bed, bridges and culverts are of standard gauge size and strength. The bridge over Black River, thirteen miles from Port Huron, is the most extensive railroad bridge in Michigan, being seventy feet high above the water, and 800 feet long. The iron swing bridge across Black River in this city is also one of the best in the State.

The opening of the new depot in this city, and of the East Saginaw Division to Vassar, are events of much importance in the history of this road. Four months ago, the "flats," where the new depot is located, were largely covered with water. Now a large portion of the grounds of the company have been filled in to a height of several feet above the water level, four handsome buildings have been nearly completed, a large number of tracks have been laid, and a complete transformation in the appearance of the locality has been made. The main building, to be used as a general passenger depot and offices for the company, is 32 feet wide, 150 feet long, and two stories high, with an attic, and is surmounted by a handsome cupola and flag staff, on which the stars and stripes were raised for the first time December 1, when the first passenger train left the new depot. This building is of handsome architectural design and proportions, and when finished throughout will be one of the most elegant and

convenient railroad buildings in the State. On the west side, the company have opened a street extending to the freight depot, which is located forty feet south of the south end of the passenger depot. Broad platforms extend the whole length of both buildings on this side, for the convenience of passengers coming and going, and for the receipt and delivery of freight. The north end of the passenger building fronts on Court street; and on the east side there is a broad platform the entire length, beside which the main track for passenger trains is laid. Inside, the building is elegantly finished in cherry and ash woods, with ash floors. The general waiting room occupies the whole width of the north end, and has doors opening from both sides and from the front on Court street. The ticket office, which is provided with a fire proof vault, is located between this room and the ladies' waiting room, on the east side of the building. Closets for the convenience of passengers are located on the west side of the building. The ladies' waiting room occupies the entire width of the building next south of the ticket office. Opening from this room on the south, and, having outside doors on the east and west, is a large room to be used as a dining and lunch room. Next comes a stairway opening from the east side of the building and leading to the second story, which is to be very handsomely and conveniently fitted up for the general offices of the company. The train dispatcher's office, baggage room, boiler room, and some other departments, are on the first floor, south of the stairway. The building is to be heated with steam throughout, and will be lighted by gas made on the premises.

The freight depot is twenty-four feet wide and 150 feet long, substantially built and convenient in every respect. The repair shop building is located north of the passenger depot, on the same line. Its size is 40x112 feet. The round house, with accommodations for eleven locomotives, the stalls being forty-five feet deep, is located a short distance north of the repair shops. All the buildings are of wood, and all are very neat in style and finish.

The cost of the passenger building will reach \$15,000 when fully completed, and the company expect to expend as much as \$150,000 on the grounds and buildings in this city within the next year or two.

The laying of iron from Vassar to East Saginaw is progressing at the rate of a mile a day, and unless the weather should be very unfavorable, trains will run to that city by Christmas. At East Saginaw, the company's trains will run into the elegant new depot of the Flint and Pere Marquette Railway, connecting also with the new Saginaw, Tuscola & Huron Narrow Gauge Railway. The terminal facilities of the road at Port Huron, East Saginaw and Sand Beach are therefore first-class in every respect, the company having several hundred feet of dockage on St. Clair River in this city, and dockage facilities at Sand Beach.

Port Huron has every reason to be proud of the Port Huron & Northwestern Railway. It has been built entirely without outside aid, by citizens of Port Huron, and is an acknowledged success. No other city in Michigan, we believe, has done as much—not even the "metropolis." The road has already added much to the business and prosperity of Port Huron, as it has to the entire section of country through which it runs. Seventy box cars have been built here, and it is probable that the establishment of extensive car works will be one of the results of the building of the road.

The officers of the company for 1881-82 are as follows: President, Henry Howard; First Vice President, John P. Sanborn; Second Vice President, Charles A. Ward; Secretary and Treasurer, Frederick L. Wells; General Manager, Henry McMorran; Superintendent, I. R. Woodworth; General Passenger Agent, C. C. Jenkins; Cashier, E. C. Chamberlin; Chief Engineer, A. L. Reed; Paymaster, J. B. Hall; Freight Auditor, Harry E. Hyde; Train Dispatcher, F. E. Wellington. Mr. Wellington is also ticket agent in Port Huron, and S. P. Mann is freight agent.

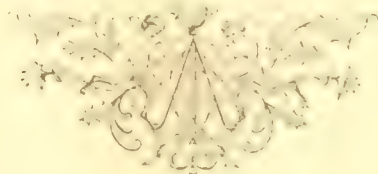
The Port Huron & Northwestern is one of the few roads which escaped the tongues of the envious and suspicious—it proved entirely satisfactory. Not so with other roads mentioned in this work. Among all the great leading interests of the country, none has suffered more seriously, and we might add unjustly, than railway property. Indeed for years it was the special object of bitter attack and unrelenting hostility. If certain ruin driving journals were to be believed—and in the fury of the years of panic their efforts were but too successful—the

managers of the railways of the country, embracing a property of hundreds of millions of money, were thoroughly corrupt—a set of thieves from president to track master, each and all filching from the pockets of their stockholders to the full extent of their ability. Glaring instances of stupendous fraud, it is but too true, have been developed in railway management, but if the vast number of men who control other railways be considered, and this interest be compared with others, we doubt not that in banking, mercantile and other pursuits, a proportionate number of frauds would be found to exist.

#### APPORTIONMENT OF STATE TAX, 1881-82

The amount of State tax apportioned to St. Clair County under various acts of the Legislature is as follows, for the year 1881-82 was \$21,161.76 with \$6,424.77 county indebtedness to the State aggregating \$27,586.53. This sum was distributed as follows:

University—Act No. 32, 1873	\$ 150.00
University—General and other expenses, Act No. 60, 1881	275.64
Normal School—Current expenses, Act No. 100, 1881	300.41
Normal School—Training School, Act No. 227, 1881	462.96
Agricultural College—General and other expenses, Act No. 21, 1881	925.36
Agricultural College—Experiments with Fertilizers, Act No. 288, 1881	18.32
State Public School, Act No. 120, 1881	174.30
Michigan School for the Blind—Current expenses, Act No. 47, 1881	347.59
Institution for the Deaf and Dumb—General and other expenses, Act No. 92, 1881	770.37
State Reform School for Boys—Current expenses, Act No. 45, 1881	657.41
State Reform School for Boys—Building and Special, Act No. 52, 1881	310.19
Michigan Reform School for Girls—Building and general expenses, Act No. 112, 1881	1,825.00
State House of Correction—Building, etc., Act No. 90, 1881	71.64
Asylum for Insane—Eastern building, etc., Act No. 97, 1881	1,500.00
Asylum for Insane—Working capital, Act No. 223, 1881	277.77
Asylum for Insane—Michigan building, etc., Act No. 285, 1881	979.63
Asylum for Insane—New building, etc., Act No. 225, 1881	925.93
Repairing south steps at Capitol, Act No. 22, 1881	92.59
Board of Fish Commissioners—Act No. 57, 1881	148.15
State Board of Health—Act No. 241, 1881	37.04
Military purposes—Act No. 171, 1879	1,060.59
General purposes—Act No. 282, 1881	1,463.98
	\$21,161.76
County Indebtedness to State to be included in county tax, Act No. 163, 1871	6,424.77
Aggregate of tax and non-tax items to be apportioned	\$27,586.53





## PORT HURON TOWNSHIP AND CITY.

### GEOLOGY.

The lake and river shore in the vicinity of Fort Gratiot, is a low, gravelly ridge extending nearly a quarter of a mile from the water front, where the ground rises suddenly to an altitude of twenty-five feet above the lake level, and retains this elevation with little variation to the banks of Black River. This elevated ground gradually approximates the St. Clair toward the fort, and, a few rods below, it becomes a perpendicular bluff in immediate contact with the water.

All the wells sunk in the county pass through the following formations:

Soil and yellow sand, 8 to 12 feet.

Compact blue clay, 85 to 100 feet.

Coarse sand and gravel, 1 to 10 feet.

Limestone shale intercalated with thin veins of sand and gravel, 875 feet.

Immediately beneath the strata of blue clay, immense quantities of gas have escaped in many places, and continue to escape, even after the lapse of a quarter of a century. At a depth of two or three feet in the limestone shales, pure water has always been obtained, which has risen in the wells about to the level of Lake Huron, or within ten to twenty feet of the earth's surface in this county. At the depth of 500 feet, salt water veins were struck, with a supply and strength to warrant investment in the manufacture of salt.

The soil is mostly a sandy loam, with a small proportion of marsh.

The physical peculiarities of the St. Clair and Black Rivers are noteworthy in many respects. Black River is formed chiefly by the superficial drainage of the bottom lands, the smaller tributaries constituting its origin, rising in the upland districts of the interior of the State. Its course through the low districts is tortuous, the current sluggish, the water highly colored with decomposing vegetable matter, to the extent of winning for it its name. In the early settlement of the country, it was navigated by small sailing craft, and later, for many years, a little steamboat traversed its turbid waters for several miles into the interior. Later again, its surface was covered with the products of the great pine forests floating to the mills at Desmond or Port Huron, and now, while the same commerce comes up, rather than down that river, it holds the same color still, inclining to be so conservative as to grow blacker as it grows older.

The St. Clair River presents many interesting features, alike as regards its physical relations and its connection with the early settlement and military occupation of the country. That the stream has undergone some very important changes since the historic period, scarcely admits of doubt. Tradition and the conformation of the adjacent country both indicate it. According to the Indian tradition, the ancient river channel was fully a half mile east of the present channel, and the Indian canoes passed directly from the lake into the head of Sarnia Bay. The river was then a broad shallow stream, fully four or five times its present width, and scarcely twenty feet in depth. The changes are the result of lake currents, carrying down the sands along the eastern shore, until near the outlet they gradually accumulated, forced the stream into a narrower channel, increased the rapidity and depth of the waters, and finally carved out a deep channel, where in older times was a shallow stream. Within the decade ending in 1870, the American bank from Ft. Gratiot southward receded fully 100 feet, while a corresponding accretion took place on the Canadian side. In 1760, according to Maj. Rogers, of the British Army, the river, where it leaves Lake Huron, was about 500 yards wide, a distance more than twice its present width.

The climate is much healthier and pleasanter than in the interior of the State. Lying as it does on the St. Clair River, at the foot of Lake Huron, a large body of pure water rapidly

flowing past makes the atmosphere decidedly invigorating and bracing. A breeze from the lake or river is delightfully pleasant, and a sail upon the waters in a sailboat, yacht, or row-boat, gives one a new lease of life. The rate of mortality is less than in any other city of the same population in the country.

In such a country, at once lovely and romantic, stood the quiet, unpretentious, Franco-Indian village of Delude, and as the visitor walked lazily over its limits, listening to the murmurs of the rippling waters of Indian Creek or Black River, and the rush and sometimes roar of the river, or watched the mist as it hung in twilight curtains about the groves, it requires no poetic imagination to trace in his mind's eye a long cavalcade of romance, chivalry and heroism proceeding from this spot in the days of barbaric domination, in its march over the world. And he, too, will muse upon the genius that once haunted the forests of the past, may be which had departed forever, and a gloom, not unlike superstitious dread, will only be dissipated when the past vanishes and the present rises before him in all its beauty and magnificence. We can envy the pioneers of the district and those primitive times. Then a single piece of calico would make the best dress for every woman in the place; the mournful tale of "nothing to wear" was never heard by the husbands or fathers of that period. The dry goods side of the store could be carried off in a wheel barrow, and the grocery department was exceedingly limited in variety. The staple articles were whisky, pork, flour and beans. If with a dozen barrels of whisky came two or three barrels of flour, the question was, "What in the dickens is to be done with so much flour?" There was at that time usually plenty of game and fish, and, in their season, wild fruits; but the hardships of pioneer life, while not perhaps involving actual suffering for food, and the accustomed comforts of life, were nevertheless serious, and the monotony of existence sent many early adventurers back to the purlieus of civilization under more favorable surroundings. It was not until the land was opened up for homestead entry or purchase that immigration became active, the country began to fill up, and the necessity of an organized village became obvious. It will be thus seen that, notwithstanding the advantages of locality and its accessibility, it was not thought of as a site for a city for a period between the time Hennepin first ascended to the Upper Lake country and the year when the first settlers visited the scene, and decided to establish themselves here, out of the wilderness, to fashion a city which should some day be regarded as a city altogether lovely, altogether promising, the one among ten thousand to which the footsteps of active enterprise should be directed, and where the virtues of this life would be treasured and promoted through the instrumentality of agencies, by which alone the maintenance of order and the perpetuity of nations are firmly secured.

Among the American pioneers of the township, the first and most favorably known is Judge Zephaniah W. Bunce. James M. Gill, B. Sturges, S. Huling, James Young and A. F. Ashley, together with others mentioned in the assessment roll of 1821, were all pioneers of the township. When they arrived here, it was a country of Indians, pine, black ash, hemlock and kindred woods. Notwithstanding the fact that a few French Canadians and their children were located on Black River, the township must be considered to be in its wilderness state, with savage men just calving down from the war heat of a few years before. Since their coming, the pine forests have disappeared, and everywhere throughout the township the works of the civilizers are evident.

Originally the name Desmond was bestowed upon the district, under which title it was organized in 1828, with Jeremiah Harrington, Supervisor. Subsequently, the name was changed to Port Huron. The only post office outside Port Huron City was that of Marysville, formerly Vicksburg Village.

The value of real and personal property in the township is estimated at \$255,375. The population in 1845 was 1,198, including the village; in 1850, 2,301; in 1854, 3,088; in 1864, 5,485, and in 1880, 9,893 (city, 8,883). The area of the township without the city, is 10,128 acres; the number of children of school age in the township, 435, and in the city, 3,093.

Throughout this State there cannot be found a more beautifully located township than Port Huron. Within its limits many of the early French settlers made their homes, there also that natural boater—the Indian—built his wigwam, and squatted, so to speak, in the

midst of plenty. The lake and streams of the township offered the lazy red men their wealth of fish, the forest its game, and the soil its wild fruits, herbs and, in some cases, corn.

So many references have been made to the town of Port Huron in the general history of the county, and so complete are the biographical sketches of its citizens, little remains to be written here, beyond the special items pertaining directly to the township.

#### EARLY PATENTEES OF LANDS

The first land purchasers in Township 6 north, of Range 17 east, are named as follows:

Sections 2 and 3—477.50 acres were reserved for military purposes, since sold. Section 2 was located, 4.75 acres were deeded to Solomon Sibley December 15, 1818.

Section 4—18.30 acres were reserved for military purposes, being northeast fraction of fractional section. Samuel Glidden patented 107.81 acres on this section November 26, 1824. Section 5 was patented by A. W. Comstock, Edme A. Goussant, Edward Bingham and George W. Dongall, in 1835-38. Section 6—Fortune C. White, James C. Kelsey, Z. Wright, Brad. L. Skiff, Jacob Miller, George P. McBride, Allen Ayrault, F. H. Stevens. Section 7—Abner Coburn, J. L. Kelsey, Seth Spencer, Myron Stevens, Anzi B. Botsford, W. and R. Hill. Section 8—E. A. Compant, Simeon Cummings, Cornelius Masten, J. W. Edmunds, J. L. Kelsey. Section 9—J. L. Kelsey 275 acres in 1835.

The Indian Reservation in this township was sold in May, 1839, to John King, John McDermott, L. B. Mizner and Nicholas Ayrault. Francis P. Browning, Joseph Watson and Solomon Sibley were the first to buy land in Section 10. Anselm Petit located 74 acres in Section 11, June 10, 1824. Section 15 was entered by Versal Rice, Ira Porter, Stephen V. Thornton, A. Westbrook and George McDougall, between the years 1832-34. Meldrum & Parks, 640 acres, and the Ojibwe Reservation formed Sections 12 and 13. Stephen Hulin, Abner Coburn, S. Cummings, John A. McGrath, J. McGregor and C. Masten located Section 17, in 1835-36. Section 18 was entered by F. and R. Moore, in 1836, other buyers coming in the following year. Section 19—Dan Stewart, 1834, John Landon, S. Hutchins, Cummings Sanborn, L. Smith, F. and R. Moore, Alfred Hartshorn, Cyrus Moore, Benjamin Myers, McGrath and McGregor, entered lands in 1836. Section 20—Zebulon Kirby, H. W. Pressen, Adam Courtney, A. Coburn, Stephen Huling, Porter Chamberlain, the Hills, McGrath and McGregor, in 1836. Section 22—Gerald Miller, James H. Woods, Stephen Warren, Lot Clark, Z. Kirby, S. Cummings, Jonathan Kearsley, 1823 to 1836. Section 22—Samuel W. Dexter, 1824. Section 30—Elisha Russell, 1835, John Allan, Rober and Smith, James B. Gorton, Josiah Leunis, John Dean, C. Sanborn, L. Smith, S. Hutchins, McGregor and McGrath, in 1836. Section 31—Alfred Hartshorn, E. N. Bangs & Co., Melvin Dorr, S. Yuran, John T. Heath, Daniel B. Harrington, A. Westbrook, Sanborn, S. N. Dexter. Section 28-29—Zeph W. Bunce, B. Whiting, J. Bagley, James M. Gill, B. Clark, L. B. Mizner, L. Clark, S. Warren, M. H. Sibley. Section 32—Z. W. Bunce, C. Sanborn, Z. H. Gray, J. M. Gill, Edward Purcelle.

#### INDIAN RESERVE.

In Township 6 north, Range 17 east, or Port Huron Township, the Indian lands were sold May 22, 1839. The following were the purchasers: Thomas Tuters, John King, Jr., Fortune C. White, Shadrach Gillet, Ira Davenport, N. Ayrault, Lansing B. Mizner and John McDermott. The Indian lands in the township formed a tract of about 800 acres on Sections 9, 10 and portions of 13, 15 and 16.

#### SUPERVISORS OF TOWNSHIP AND CITY

Jeremiah Harrington, 1828; John Kermelly, 1829-33; John Doran, Ralph Wadhams, 1834; John Kermelly, 1835; Cummings Sanborn, 1836; Ira Porter, 1837; Commissioners Board, 1838-41; John T. Heath, 1842; Peter F. Brakeman, 1843; John T. Heath, 1844; Peter F. Brakeman, 1845-46; John Thorn, 1847; John Wells, 1848; J. P. Minnie, 1849-56; H. L. Stevens, 1857-59-61; M. S. Gillett, 1857-64; A. P. Ashley, 1857-59; Edgar White, 1859-66; L. Heald, 1859; E. W. Harris, 1859-66; J. Demarest, 1860-64; D. Whitman, 1860-63; William Keweenaw, 1861; James Talbot, 1864-66; A. W. Clark, 1865; Amos James, 1865; J. Demarest, 1866



71; Fred Shulte, 1866; R. W. Matthews, 1867; Joseph Wellman, 1867; John Newell, 1867; Richard Casler, 1867; Edward White, 1868-71-80; D. Whitman, 1868; E. M. Cady, 1868; Edward Fitzgerald, 1868; H. A. Beach, 1869; H. W. Stevens, 1869; T. K. Whitman, 1869; Charles Sanberg, 1870-71; C. W. Robinson, 1870; J. J. Whitman, 1870; Otis Joslin, 1871; Ernest Ottenburger, 1871; N. S. Boynton, 1872; Thomas Dunfore, 1872; T. K. Whitman, 1872; B. C. Farrand, 1872-74; J. Demarest, 1873-80; C. B. Hubbard, 1873-74; George Brooks, 1873-74; S. T. Probett, 1874; H. L. Stevens, 1875-76; S. H. Robinson, 1875; H. A. Batchelor, 1875; M. Young, 1875; F. Whipple, 1875; John Hays, 1875; Joseph Wellman, 1876-78; James Talbot, 1876-78; Thomas W. Ward, 1876-79; H. Bradley, 1876; J. Montross, 1876-78; E. P. Tibbals, 1877; H. J. Bradbeer, 1877-78; O. L. Jenks, 1877; J. Byron Hull, 1878; L. B. Wheeler, 1879-80; S. H. Robinson, 1879; Daniel J. Penny, 1879; J. B. Montross, 1879; Joseph K. Gardner, 1879; R. W. Matthews, 1880; Joseph Wellman, 1880; James H. White, 1880; Thomas Schneider, 1880; Frank Ufford, 1880; John L. Newell, 1881; Lewis Atkins, 1881; S. H. Robinson, 1881; Edgar White, 1881; Napoleon Roberts, 1881; J. B. Montross, 1881; Thomas H. Schneider, 1881; Thomas W. Ward, 1881; Gage M. Cooper, 1882; B. W. Matthews, 1882.

#### JUSTICES OF THE PEACE

Lorenzo M. Mason, 1839; John S. Heath, 1839; John Howard, 1839; Reuben Hamilton, 1840; George White, 1841; Lucius Beach, 1842; Peter F. Brakeman, 1842; Joseph P. Minnie, 1843; Reuben Hamilton, 1844; John Miller, Jr., 1844; Elisha B. Clark, 1845; Alfred Comstock, 1845; L. L. Bailey, 1846; Joseph P. Minnie, 1847; John McNeil, 1848; Harmon L. Stevens, 1849; Reuben Hamilton, 1850; Joseph P. Minnie, 1851; Harmon L. Stevens, 1853; Peter F. Brakeman, 1854; M. S. Gillett, 1852; A. W. Comstock, 1856; A. W. Clarke, 1857; Raymond W. At, 1857-58; Stephen Huling, 1857; D. M. Bance, 1858; Timothy Barron, 1859; Henry A. Caswell, 1860; Alexander F. Ashley, 1860; A. W. Clark, 1861; Benjamin Burrows, 1862; R. J. Wright, 1863; J. W. Gustin, 1863; William C. Flanagan, 1864; A. F. Ashley, 1865-68; A. W. Clarke, 1865-68; Samuel Edison, 1866; Stephen Huling, 1867; Lewis Potts, 1870; F. D. Manuel, 1871; D. W. Bance, 1871; Stephen Huling, 1872; Patrick Bourke, 1874; Burton C. Geel, 1875; James Butler, 1877; Richard Courtney, 1878; James Ryan, 1878; Miran Williams, 1879; William Mallory, 1880-81; William Jewett, 1881; Isaac Hubbard, 1881; Amsly W. Griffith, 1882; George W. Hoffman, 1882; E. G. Manuel, 1882; Felix Towsley, 1882; Joseph P. Minnie, 1858-60; John McNeil, 1858-67; Asa Larned, 1859-62; Arnold S. Phelps, 1859; Charles I. Hunt, 1861; Harmon L. Stevens, 1862-69; John H. Mulford, 1863; John L. Newell, 1864; Michael McArron, 1865; Herman Herzog, 1866; Edwin R. Seely, 1868; Malcom McKay, 1870-74; Robert P. Young, 1871; Asa Larned, 1875; H. L. Stevens, 1874-78; Jared Kibbee, 1875; William E. Leonard, 1876; Asa Larned, 1877; Malcom McKay, 1878; Harmon L. Stevens, 1879; J. M. Kane, 1880; Malcom McKay, 1882.

Two tickets were nominated in this township, viz., Democrat and Citizen, in April, 1882. The election resulted as follows:

Supervisor—J. L. Newell.

Clerk—C. A. Bailey.

Treasurer—J. B. Whitley.

Highway Commissioner—John Allen.

Justices of the Peace—A. W. Griffith, four years; G. W. Halfman, three years; E. G. Manuel, one year.

School Inspectors—Felix Towsley, A. W. Griffith.

Constables—Horace Wells, Clarence King, Thomas Abbot, Ezra L. King.

The following list contains the names of those who were liable to pay State tax in Desmont Township, January 1, 1877: James Scott, W. and J. Orvis, Clark & McHenry, Black River, Steam Mill Co., S. and J. B. Comstock, Halstead & Thorman, Hewitt & Bowen, J. H. King, Henry Harding, George M. Bull & Co., Shepherd and Botsford, Elijah Bacon, Whitcomb and Ashley, Jeremiah Seaville—the four last named being tavern keepers, the others merchants and traders.

## BOUNTY FOR WOLF SCALPS.

At the period of organization, the northern and eastern sections of the township were sparsely settled, and were infested with wolves and other forest animals. Sheep and hogs could not be kept at all, unless closely watched by day and safely secured by night. The State offered a bounty of \$8 for the destruction of each wolf, and the county added to this the sum of \$3, in order to stimulate wolf hunters to greater exertion. The various townships offered bounties of from \$3 to \$5 for each wolf scalp brought to the Town Treasurer.

Having given you a sketch of the early white settlements, let us turn for a few moments to the aborigines. It was no uncommon sight to see a band of Indians with their squaws, papooses and ponies traveling through the country, or to see their wigwams at their favorite camping grounds, or to hear the tinkle of the bells on their ponies on a still night. On a beautiful elevation on the side of Black River, about sixty miles north from the site of the mills, was the remains of an old French trading post or hut. A fine spring of pure water issued from the bank and flowed into the river, but now flows underground. A deep worn path led from the village to the spring. The ground for some distance around the village was literally covered with bones of deer and other game that had been slain to provide food for the red men. Still further back from the river, scattered here and there among the pines, were a number of Indian graves, each being protected by a miniature log house, or what more resembled the second floor of a pioneer cabin, covered with shakes as the pioneer covers his, the top being about three feet high. But the plow and the ax of the white man have swept them away, and naught is left to mark the spot where the red man sleeps his last sleep. About half a mile west from this village was the Indian planting ground or corn fields, and about three-quarters of a mile southwest was the Indian sugar-bush, or sugar camp, and from the scars the trees bore, it had evidently been used as such for many a year. From this village an Indian trail ran up the river.

The trails were the Indian roads leading from one trapping post to another, and were often worn four or six inches deep. The second trail ran in a northwesterly direction along the river by the rapids above the village, and thence through the grove. Near this trail, on the south bank of what was then a small stream or brook, lay scattered here and there among the tall grass a number of human skeletons: who they were, or by what means they came to their death, is not known. Probably they fell in battle.

## PORT HURON CITY.

This city is one of the most naturally attractive, as well as pleasantly located, in the State. The streets are nearly all broad, and richly shaded with large trees, the growth of forty years, and the entire aspect of the place is one that Goldsmith would have delighted to describe, so quietly restful and peaceful is the scene, and so far removed from the restless and, more portentous activities of large commercial centers. To the north, the broad river trails its beauteous way throughout the land, basking like a silvery serpent beneath the sun's glorious beams, while to the southeast and west extend the farms—the richest portion of the county, presenting to the eye a most magnificent rural view. Any lover of nature will acknowledge the perfection and beauty of the whole picture, and perchance, may indulge a sigh that all the world, and every place in particular, is not so happily conditioned. The inhabitants are generally from the North Atlantic States, or are representatives of the Eastern States, all well known in our vernacular as Yankees, who dropped out of the ever westward flowing tide of their brotherhood, and settled down here.

To the people who came and remained we can say—you found a wilderness and cleared a place for habitation. You have taken from the mountains wealth to pay for labor; you have found at hand the clay for brick, the pine trees for lumber, and out of these materials built your towns. No better illustration is afforded anywhere of the skill and ingenuity of man. There is nothing great in this world but man, there is nothing great in man but mind. He found materials in nature's great storehouse; but he was the master, they his slaves. He found the land wild and inhabited by savages—lo! the change! The great stores, the busy banks, the restaurants, the hotels, stand where a few years ago the tangled underbush gave

shelter to wild beasts and creeping reptiles. The morning whistles, the school and church bells ringing from the hillsides, have supplanted the wild yell of the Indian. The newspaper, the great modern missionary, is abroad in your midst, and reports to you the outside world. The telegraph and telephone are yours; a railroad system is yours; a well organized society is yours. These are your statistics! This is your civilization! Withal, your neighbors in the old countries may enjoy some advantages which you do not; many live in the midst of culture, in a region of accumulated wealth, yet would you change places with them? Would you go back to the quiet life, so poor in experience, as the old past you left in your old home? Nay, tarry here, amid these scenes, full of the romance of promise, the mysteries of illimitable possibility, where opportunity—a goddess shy in the older communities, and coy and hard to win—extends a friendly hand on hill top and in vale, and fairly leads you to the summits of success.

#### TOPOGRAPHICAL.

Of the places of resort visited by pleasure seekers during the summer months, those towns along the eastern boundary of Michigan are becoming more and more popular each season. As the conveniences for reaching them become better understood the influx of visitors largely increases. In the last two years, Port Huron has become somewhat noted as a place of rare attractions to those that wish to get away from the bustle and business, and enjoy the quiet of a country city without being subjected to the inconveniences which are often met with in great centers of population. The landscape is beautiful. Fishing and hunting are excellent; the streams and lakes are well supplied with fish; hotels are good, summer lodges or villas numerous, and rents moderate.

A Detroit journalist visited this section in the summer of 1882, and on his return wrote the following apostrophe to the *Border Towns*: "Just think of it! we mean the future before the towns along St. Clair River, a place for beautiful homes, where not only the adornments that art can suggest may be used, but further made pleasant by nature's fairest stream. Every thing is in its favor, and the wealth, the influence and the business energy that is now found along its banks is but a tithe of what a few years will bring. Port Huron but needs the time to shake from off her shoulders a ponderous debt, when the advantages she can offer will be accepted and her past experiences will cause a healthy growth, in proportions surprising. St. Clair, a beautiful place, doomed to be the Saratoga of Eastern Michigan, the home of culture and 'many fair ones.' Business is, and will be, our theme, and massive structures moved from our busy yards, requiring unlimited capital and skill, are but playthings compared with those that are yet to come. Foundries, dry docks, railroads, more enterprises, all are needed, but are forthcoming, so soon as the animate barriers that now are with us find more congenial claims or are called to chant their own fair praise in Gabrieldom."

Huronian Beach and Roslyn Beach, north of Port, may be called the nuclei of a great summer city, stretching from Ft. Gratiot limits along the lake to the north line of Ft. Gratiot Township. Advancing knowledge points out the lake and river fronts as the fit summer homes for those who may be able to loan their days of leisure to the cause of health and quiet in this delightful region.

The description of the city, published some years ago under the auspices of the Citizens' Association, or rather of those men who made the first great efforts to raise the location to that position, which it is so well fitted to occupy, is as follows: Port Huron is located on the St. Clair River at the foot of Lake Huron, in the county of St. Clair, and is the county seat of that county. The main part of the city lies upon ground well elevated above the river level. The city, as now platted, is about three miles in length by two in width. Black River, running northwesterly, divides the city. The population is about equally divided on both sides of the river. The city is laid out upon a liberal scale, with wide streets and broad avenues. The parks and public squares are large, and when the improvements now in contemplation are made, there will be none more beautiful and attractive in the State. Pine Grove park, which lies on the St. Clair River, just south of the Grand Trunk Railroad depot, contains twenty acres of high, beautiful ground. This tract was donated by the United States Government to the city when the Military Reservation was sold. From this park is obtained a beautiful view of



Lake Huron above and the St. Clair River to the east and south. During the season of navigation, it is a very attractive place for the pleasure-seeker to resort. Under the shade of the beautiful and majestic trees that abound in the park and line the bank of the river, one can pass hour after hour watching the large steamers, propellers, and the magnificent vessels that are constantly passing up and down this great water thoroughfare of the West. At times the lake above is dotted thickly with the white-winged messengers of commerce that ply between the eastern and western ports laden with the cereals of the prairies, the mineral ores of the Lake Superior region, and lumber from the pine forests of Michigan.

It will be seen from the map that the St. Clair River is a link in the great chain of water thoroughfare between the Great West and the Atlantic seaboard, and is without question the finest river on the continent. Its waters are always pure, clear as crystal, and not subject to sudden rise or fall. It seldom varies two feet from its regular level. There are no muddy streams emptying into it above the city, or even emptying into the lake for eighty miles above. It affords the purest and healthiest water of any river in the United States.

As a railroad crossing, there is no point on the great chain of lakes that presents better advantages than Port Huron. Where Lake Huron empties into the St. Clair River, and for a distance of two miles below, the current in the river is very rapid, the water running at the rate of seven miles per hour. At the point where the Grand Trunk ferry boats cross the river, the distance is only three hundred yards. This gives a quick and easy transit, never obstructed at any season of the year, winter or summer. While at other points in the St. Clair and Detroit Rivers, the ice gorges the channel and obstructs the passage of boats for at least three months in the year; on the other hand, the river at Port Huron has never been obstructed to exceed once in ten years, and then only for a few hours. The current being so rapid, it is impossible for the ice to jam so as to prevent the passage of boats. This natural advantage alone is destined to make Port Huron one of the greatest railroad centers in the West. It is quite evident to every one that the Government will never permit a bridge to be constructed across either the St. Clair or Detroit Rivers. It would place almost an entire embargo on the passage of the immense shipping, which is yearly increasing on the great lakes. Consequently, the great railway thoroughfares passing through Michigan and Canada must seek the most convenient and unobstructed crossing, in order to avoid vexatious delays in the transportation of freight and passengers. The Great Western and Grand Trunk Railways, the greatest rail thoroughfares in the country, terminate at Port Sarnia, opposite Port Huron. The former road connects with the Chicago & Lake Huron Railroad on the American side. The G. T. R. R. also connects with the same line, besides having a branch running to Detroit, and connecting there with the M. C. R. R. The link of road on the Chicago & Lake Huron R. R., between Flint and Lansing will in a short time be completed. This will place Port Huron on a direct through line with Chicago, as well as with Milwaukee, by the D. & M. R. R. The lines tapping these roads from the west and north will contribute greatly to the traffic of the C. & L. H. R. R., Port Huron being on the most direct line east, and having an unobstructed river crossing, both the freight and passenger traffic from points north and west must of necessity pass through that city, particularly during the winter season, to insure quick transit. The E. & P. M. R. R. have decided to build an extension of their road from East Saginaw to Port Huron. The line has been surveyed and located, and that portion of it between East Saginaw and Vassar has been finished. The Canada Southern have a charter for constructing a line from Sarnia to Oil Springs to connect with their main line, and it will be built in a short time. The construction of this line has become a matter of necessity, rendered so by the fact that at no other point can they secure an unobstructed crossing of the St. Clair River, as the present point of crossing at St. Clair, twelve miles below Port Huron, is totally obstructed with ice during at least four months in the year. There are also other roads in contemplation pointing toward Port Huron, which must, sooner or later, be constructed. Taking into consideration the advantages it has in this respect, it is quite evident that at no distant day, the city will become the terminus of the great railroad thoroughfares passing through Michigan.

The city of Port Huron, lying as it does at the foot of Lake Huron, becomes a very important shipping point. But very little delay is experienced by boats in landing here, and

loading and unloading freight. There is a line of propellers plying between this point and Chicago, another line between Port Huron and Detroit, and Port Huron and ports upon the lake shore. Another line runs between the Great Western road and all points on the Canada shore of Lakes Huron and Superior. All the great through lines of steamers plying between Buffalo and Chicago make Port Huron a regular stopping point. A person unacquainted with the immense shipping of the Great Lakes can have no idea of the number and capacity of the steamers and sail vessels that daily pass up and down the St. Clair River. By actual count, last year, it was found that, on an average, during the season of navigation, one passed Port Huron every four minutes, night and day.

The population of the city has more than doubled in the last six years, and the number of inhabitants is rapidly increasing. According to the spring census, the city contained over 8,000 inhabitants. There is not a vacant house in the city. Over 300 buildings were erected last year, and the number will exceed that this year.

The city is furnished with water from the St. Clair River, at the rapids, by the Holly system. The works have been in operation about a year, and are a perfect success. The water coming out of the lake is pure and cool and perfectly healthy. As a fire protection, the Holly system is superior to all others.

The city is well lighted with coal gas, manufactured and furnished by a company composed mostly of our citizens. The works are located on the north side of Black River, and have a capacity for lighting a city with 20,000 inhabitants. Main pipes have been laid on most of the streets, and street lamps of the latest and most approved pattern have been adopted.

An excellent system of sewerage has been adopted, and a large amount of money has been expended this year in constructing sewers throughout the city. The high elevation of the city, and the character of the soil, makes it both easy and economical to give the city good and perfect drainage. This, as a natural result, must add materially to its sanitary advantages.

The manufacturing interests of the city are varied and rapidly growing. There are seven large saw mills now in operation, with capacity for cutting 40,000,000 feet of lumber and 20,000,000 feet each season, employing 300 men. The capital invested in this branch of business alone will reach \$1,000,000. The National Stave Company, with a capital of \$400,000, employ from seventy to eighty men. There are also four sash, door and blind factories and planing mills, combined capital invested \$60,000, employing from fifty to sixty men; three iron foundries and machine shops, and two boiler shops which keep seventy to eighty men constantly employed; four ship yards and two dry docks, which generally employ between 100 and 500 men. In this branch of trade, a very large amount of money is expended yearly. The number and size of crafts constructed at this point exceeds that of any other place of the same size on the whole chain of lakes. Three breweries, turning out annually 5,000 barrels of beer and ale. One stave and saw mill employs fifty men, and manufactures 100,000 fish kegs annually and 1,000,000 feet of lumber. There is also one soap factory, turning out immense quantities of that article. The Taylor, Smith & Clark celebrated fire extension ladder is also manufactured here. Although it is a new invention, the company have just commenced operations, the prospects are that they will do an immense business. It is certainly the best fire apparatus of that character ever brought before the public, and must soon take the place of all other similar apparatus in the country.

There are a number of other manufacturing establishments in the city of smaller capacity, but all exhibit signs of prosperity and growth.

The great coal beds at Cornish, west of Port Huron, are easily accessible, and coal can be shipped to Port Huron by the C. & L. H. R. R. at very low rates. This affords an ample supply of fuel for manufacturing purposes at very low figures. There are large quantities of timbered land to the west and north, and wood for fuel can be obtained at a very reasonable price.

A manufacturing association has been recently organized in Port Huron. The object of the association is to encourage men of capital, enterprise and skill to locate there and build up manufacturing enterprises. The association is composed of five energetic, go-ahead and

moneyed men. They are pledged to extend aid to all legitimate enterprises that offer themselves. The association desires to open up correspondence with any one seeking a location for manufacturing purposes. Any correspondence addressed to the secretary of the Port Huron Manufacturing Association will receive prompt attention.

As a manufacturing center, Port Huron has certainly superior advantages over most of the other places in the State. With excellent water and rail transportation, the means of shipping to all points east and west, north and south, are easy and quick. Manufacturers can take advantage of the competition between water and rail, that always exists during the season of navigation, which all will admit is a big point in favor of the shipper, which inferior cities and towns do not have.

It is admitted by wool buyers that Port Huron has fairly gained the reputation of now being the best wool market in the State, both in regard to the quality and quantity of wool purchased here and shipped to the Eastern markets.

It is further evident that the city must very soon become a trade center of no small importance. With its rail and water communication, jobbers can easily reach a large section of country that is naturally tributary. Already a very large jobbing trade has sprung up and it is rapidly increasing.

The city is well provided with churches. These churches are large and elegant, and reflect great credit on the liberality and enterprise of the people. The Methodist Episcopal Society are now building a fine church, and when completed, will be the largest and most expensive in the city.

The headquarters of the Huron Customs District is located at Port Huron. This district has become one of the most important collection districts in the country. The number of immigrants passing through at that point is second to no other port of entry in the United States. There is now in process of construction a large building for a custom house and post office. Congress appropriated \$200,000 for that purpose. The foundation is now laid, and the building will be completed some time in 1875. From seventy-five to 100 men are constantly employed upon it.

There is no city in the State of the same population that has a better school system or finer and larger school buildings. The citizens take great pride in the prosperity and welfare of the schools, and hence they have constantly improved their character and usefulness. Prof. Bigsby, of the State Normal School, has now the superintendency of the public schools of Port Huron.

The Huron House is a very large, fine hotel, and has become a popular place. The Albion House is a fine new hotel, and nicely located at the foot of Butler street. There are in all ten hotels in the city.

The Port Huron Fire Department is well conducted and very efficient. In fact, but very few cities in the State are better provided for in that respect.

A street railway runs from the C. & L. H. R. R. depot on the south, to the G. T. R. R. on the north, a distance of two miles. There is also another street railway being constructed, which will soon be completed and in running order. It will run between the same points; the main track running on streets further west, which will accommodate the inhabitants living along the line of the road in that part of the city.

Port Huron has four banking institutions, viz.: First National, Port Huron Savings Bank, John Johnston & Co.'s, and J. J. Boyce & Co.'s private banks.

The City Hall and Court House is a very fine structure, and an ornament to the city. In fact, the public buildings show the good taste and the enterprise of the citizens. Public improvements are going on all over the city. Large business blocks are being erected, and the sound of the hammer is heard in all parts, putting together buildings of all sizes. The evidence abounds upon all sides pointing to the future rapid growth and increased prosperity of Port Huron.

All that was prospective in 1874, when the foregoing review of Port Huron's advantages was published, has been accomplished. Much more remains to be done by the people of the present time.



In a former portion of this work, devoted to general history, the endeavor has been made to portray that period in the history of Port Huron when the primary steps were taken to found a colony and build a city, bringing the record down to a date when the early settlement, emerging from behind clouds of disappointment and uncertainty, took its allotted place among the established evidences of Western enterprise. It is now proposed to examine into a later period in the history of the same city, when with resources greatly enlarged and territory extended by a brilliant career of enterprise and industry, it has progressed to a degree of perfection, invariably attending the exercise of these incentives. Such success, born of laudable ambition, may have excited the jealousy of rivals, but it has not bred a mischievous policy, nor nurtured the germs of domestic corruption which gradually culminates in dismemberment and decay. History and tradition unite in ascribing to the present city site a semi-sacred character, as the resort of Indians, from time immemorial, to indulge in games of athletic sports and skill. Without the sanctity attaching to grounds wholly devoted to religious usage, it was so far privileged as to be made a ground of neutrality and a common place of assemblage for the various tribes of a large section of the country. Being easy of access by reason of its contiguity to the Black and St. Clair Rivers, both of which unite within the city limits, although the waters of the first does not mix with that of the St. Clair for miles below the confluence. After the manner of the Greeks who, in ancient times contended in the Olympic, Isthmian and Nemean games at stated intervals, those red-browed contestants came from far and near to enter the list against foemen of rival tribes. One who witnessed the game of lacrosse, speaks of seeing not less than three hundred of the most superb and renowned warriors of opposing tribes matched against each other. To avoid all incumbrances to their movements, they were stripped almost to nudity, and the efforts made by the contending forces called into exercise every faculty of their savage nature. The excitement was shared by friends of the respective parties, who inspired them to renewed vigor and the exercise of every power of which they were capable, to the end that they might prevail. These gatherings are said to have occurred both in the spring and fall, and the contests were long and bitterly conducted. Following the pioneer period they gathered about the store, and at other eligible points in the vicinity in large numbers, and were occasionally disposed to be pugnacious, especially if the fest affected by liquor or the want of it. Hand to hand contests were of frequent occurrence between travelers and Indians, as also among themselves, and notwithstanding the parity of numbers, the Caucasian was capable of maintaining his supremacy, and of becoming an interested spectator of the squabbles which the red men improvised in their own homes, when aggravated by a continued period of peace.

For nearly a year after the late war, business is said to have been the reverse of brisk. It was the calm that succeeded the storm. At the expiration of that period, the city again grew rapidly. Trade was extended to remote settlements in the northeast; manufactures increased; public and private improvements began to become prominent in various portions of the city; additional schools were provided for the education of youth; new religious and secular societies were organized; agricultural interests prospered and increased, and mercantile ventures were vastly benefited; new railroads were incorporated, projected and built during this decade; the bridge and internal improvements of immense value were mooted and provided for. As the years succeeded one another times became better and better, and, before the dawn of the Centennial decade, steady progress, with every appearance of ultimate success, was made in the departments, essential to municipal, public and private growth, notwithstanding the temporary paralysis of business caused by Black Friday. The year 1879 gave bright promise for the future, and the career to which this was the retroductory annual has not entirely failed of a complete fruition of such promise. Hard times affected Port Huron as they did other points. The failure of Jay Cooke, followed by the panic of 1873, left its mark throughout the Northwest.

The past few years have seemed to intensify the admiration of residents, as also to attract accessions to the citizens. The beauty of location, the enterprise and liberality of the founders and builders not more than their educational and social prominence, the superiority of public, private, denominational and convent schools, and the comparatively high state of

morals to be found in the city, combine to render it a point at which merit will receive encouragement and assistance in identifying itself with the town. A railroad has recently connected the city with the Saginaw Valley, and will contribute in years to come to its advancement, its wealth and its population. It is the largest city in the county, and the county seat. Around it are gathered abundant evidences of material prosperity. The glory of fields, the bounty of dairies, the fruit of trees and vines, and the sweets of blossoms pay tribute to the beautiful place, and on every side the altars of the fruitful Pan and the bountiful Ceres are redolent with incense most pleasing to the husbandmen who frequent her markets or make Port Huron a shipping point for their products.

#### EARLY HISTORY.

Surveyor Jewett, under date July 25, 1803, speaking of St. Clair County, says: From the mouth of the River Sinclair, six miles up, are twelve farms that front the river in the usual manner, from three to four and five acres, and forty back, none exceeding in quantity 240 acres. This land differs from the face of this country generally. Its soil possesses every mark of poverty, sandy and low in the extreme. Nothing exists to recommend this settlement, except its bordering on one of the most delightful rivers in the Western World.

The only pretension these people have to their farms is derived from a simple possession taken obtrusively in the years 1780, 1785 and 1790. They are all Canadians. From this settlement, for twelve miles up the river, not a vestige of a house can be seen, owing to its being for that distance a perfect barren: when you are suddenly and agreeably surprised with the presentation of a number of fertile and well improved farms, edging the river for the extent of ten miles, to the amount of twenty five farms, now under cultivation and laid off on the river, as other settlements in this country, with the difference, that the claimants extend their farms ten and twenty acres in front of the river, and, in two instances, from forty-five to fifty, all running back to one rear line, which is, by survey, forty acres.

The River Sinclair is in length forty five miles, and in beauty and convenience of navigation preferable to Detroit, though it is not quite as wide. Such is its transparency, that the eye can distinguish at the bottom, in fifteen feet of water, the most minute object. In it there are no shoals, and in depth, generally five and six fathoms.

As nearly as can be ascertained, the first white settlers on the site of the city were Denis Causlet, who settled near the mouth of Black River previous to 1790. From what Mrs. Brandamour states, it is learned that this old settler was born in 1773 or 1774. His death took place in 1859, and his remains were interred in the Sarnia Cemetery.

Peter Brandamour, Sr., who died in 1852 or 1853, located near Black River two years after Denis Causlet.

Peter Brandamour, Jr., a settler of 1792, died in November, 1880.

Mrs. Peter Brandamour was born at Port Huron March 10, 1803. This old lady still resides in the city (July, 1882), and retains in memory many of the early events in the history of the district.

Frank Brandamour, brother of Peter Brandamour, was the first white child born in St. Clair County. Mrs. Brandamour states that he was born on Mini Creek, a mile up Black River, long before Edward Petit was born. This first white native died about twenty-four years ago.

Causlet and Brandamour were couriers in the service of the French traders. They were young men in 1790, and could not tolerate the severe labors of that service, nor the tyranny of their task masters.

The former deserted previous to 1790, and sought a home among the Indians of Black River: the latter rebelled in 1792, and joined Causlet in his savage home.

Anselm Petit arrived a short time after Causlet and Brandamour, and located near the confluence of the Black and St. Clair Rivers.

Peter Burnham or Burnham, built a log house at Ft. Gratiot, while still the river was named Otsi Sippi.

Racine had a log house at the foot of Butler street.

## THE FUR TRADERS

To understand in a clearer light, the service which these first squatters, at the mouth of Black River, deserted, the following descriptions are given:

The fur company at one time had 3,000 men under employment. The batteaux from the different departments would assemble with the furs they had collected during the winter at Mackinac, generally about the 1st of June in each year, and calculated to get in about the same time. They were watched for eagerly, and would come in singing their Canadian boat-song. When all in, the boats would line the shore of the bay from where the old mission house now stands to the western end of the Island. Then would ensue a couple of months' rest for the men, and Mackinac would be full of life and gaiety, somewhat rude in character, perhaps, but as thoroughly enjoyed as are the seasons at Newport or Saratoga. In those days, the island was the center of trade for all this northern country, from the southern extremities of Lake Huron and Michigan to the head of Lake Superior. The dollar of our fathers was the only coin, and the company needed more than one barrel for distribution when the fleet came in. Silver coin was as plenty as blackberries, and as carelessly expended by the men who had earned it, by braving dangers and enduring hardships such as no other class of men in our country have known. There was a spirit of emulation among them and a love of adventure which led them to attempt the most hazardous journeys, both on land and water. Recruits were brought yearly from Lower Canada, and the principal argument employed to get them was a narrative of the perils and hardships of the life before them. This fired the imagination of the young men, and stirred their blood. What other of their countrymen had done, they could do, and were eager for the trial. Very frequently the old voyageurs, priding themselves upon the feats they had accomplished, would jeer at the new recruits upon their arrival, and then would follow a succession of fights of an obstinate character, for these men possessed courage and persistency in a rare degree. They were all, however, under the complete control of the officers of the company. They were an army—a well-disciplined army. The soldiers of Napoleon at Austerlitz were not under better discipline, or more willing to brave death than these voyageurs. Their rations when starting out on their long expeditions were a quart of corn and an ounce of fat deer a day. The corn was hulled and prepared here. In one of the letters of Ramsey Crooks, he directs the purchase and sending forward of several hundred bushels of ashes to be used in preparing the corn. The voyageurs were not permitted to carry a gun. They took these long expeditions around the head of Lake Superior, to the Red River, to the Yellowstone and down the Mississippi, and up its various tributaries, with no other protection than a knife about a foot in length, and a small hatchet. The loads they carried were called packs. These packs weighed eighty pounds. A one-pack man was not regarded with much respect. A two-pack man was looked upon as a respectable voyageur. A three-packman was an object of veneration, and a four-pack one was a Triton among minnows. They went in companies of from five to ten, one being designated as commander. The spirit of emulation to which I have referred led them to endure fatigue and danger cheerfully. The men from the Yellowstone, the Red River and Lake Superior looked with contempt upon the men who traded along the shores of Lakes Michigan and Huron, and in Illinois and Indiana. The latter were called "Cads," and many a fight occurred between the two classes. As an illustration of the discipline of the men, I will state the manner in which the batteaux left Mackinac, and continued on their journey until they separated in different squads. The clerk to command would start with a boat about half loaded and six stalwart oarsmen, saying to those that were to follow, "We shall stop to-night at" (naming place). The boats that followed would be heavily laden, and have but five rowers, and would not reach their destination till midnight. Then a little fire would be built, and the quart of corn and ounce of fat cooked. Not more than two or three hours' rest would be permitted, and the men were not allowed to take breakfast before starting. They placed the pot of corn and fat on the seat beside them, and dipped from them and ate as they were rowing. The incidents in the lives of these voyageurs, if properly narrated, would form a history as interesting and graphic as that of the explorations of Livingstone or Stanley.

Anselm Petit, François Larivière, Baptiste Levais, J. B. Duchesne, Michel Jervais, J. B.



Courneais and Peter Moreaux, settled near the mouth of Black River, between 1790 and 1794. At this period, the settlers gave the name La Riviere Delude to Black River, and La Riviere Jervais to Indian Creek.

Rev. O. C. Thompson, in his historical paper, says: Several French families settled at the mouth of Black River about the year 1790, among whom was Anselm Petit. They were Roman Catholics, and were permitted by the Indians to build shanties and cultivate small patches of land on the flats. They named the place Desmond. Black River they called La Riviere Delude, from a Mr. Delude, who was drowned in its dark waters. The settlement was also called by the same name. At that time and later, the place was a favorite resort of the Indians for hunting and fishing, as game and fish were abundant. Three thousand sometimes lined the banks with their birchen wigwams pitched under the shading pines. The bluff on which the present Custom House and surrounding buildings stand was their burying ground. Some time during the war of 1812, the settlers were warned by a friendly squaw of the meditated treachery of the British allies, and taking to their boats escaped the massacre. After the war, the first white settlers returned to their homes. Ft. Gratiot was built in 1814, and so named from one of the officers. The last of the military reservation was sold in 1880.

Slavery penetrated into this northern wilderness, and a man, in imitation of the patriarch Jacob, worked seven years in the mill of Park & Meldrum, and purchased one of their slaves for his wife. Desmond was not organized into a town until April 8, 1838. It had a population in 1830 of 377 souls. Either in 1835 or 1837, its name was changed to Port Huron. The population was in 1840, 1,113, and in 1850, 1,584.

The city of Port Huron was organized in 1857, under a charter obtained April 8, of that year. The few French families who came to the mouth of Black River in 1790, were re-enforced in 1815 by a few more of the same nation and faith; and yet, in 1819, the primitive forest covered the site of this city. There were at the latter date only four dwelling houses in the township, two of which were within the city limits. On the flats, near the present corner of Third and Court streets, was the log house of Anselm Petit, a Roman Catholic. On the southwest corner of Military and Water streets, stood the block-house of an irreligious half-breed named John Reilly. Outside the city limits, three miles above the mouth of Black River, on its south bank, lived Richard Sansbury, and four miles down the St. Clair was the frame house of Z. W. Bunce. Thirteen years later (1832), there were fifteen buildings in the township—one saw-mill, one hotel, one log house, two trading posts and two dwelling houses. In 1833, the original Black River steam mill and its boarding house were completed. Fine, comfortable dwellings were also erected in the vicinity of this mill. A public house and a dwelling house were built just south of the present railroad bridge, on the east side of Military street, on what was then the military road from Detroit to Ft. Gratiot. Port Huron contained one steam saw mill, two or three public houses, one shoe shop, four trading posts and eighteen dwelling houses, besides several shanties occupied by the Canadians who came for work in the mill. In 1834, the row boat over Black River gave place to a bridge, which united Huron avenue with Military street. As yet, most of the inhabitants were squatters with few signs of permanence. From 1835 to 1837, a tide of speculation platted a paper city upon the area north of Black River, which it called Ft. Gratiot. The ebb of that tide left its ordinary traces. The people were disappointed and discouraged, and readily concluded that Port Huron was only a lumber town, a fishing station, never to grow much larger; but soon to grow much smaller. Yet the place began to increase until in 1857, a city charter was obtained.

The first house ever built at Port Huron was that of Anselm Petit, near the present location of the Hogan House on Court street; the second building, which stood where Stuart's store is, was occupied by a half-breed named John Riley. It must, however, be understood that settlers had erected wigwams or shanties previous to the building of the Petit House.

The first village plat was made early in 1835 by Edward Petit, and the location called Peru. In the fall of the same year, Harrington & White platted Port Huron Village, and in 1837 the village of Paris was laid out under the direction of Maj. Thorn.

The first schoolhouse was erected by Francis P. Browning, on the west side of the park north of Black River. The first hotel was a log house, built in 1827, on Quay street.



*Chas. L. Boyce*





John B. Phillips built the first steamboat at Port Huron.

In 1833, Military street or the Military road was laid out, and the first bridge over Black River built.

#### PORT HURON IN 1826

The Congress of 1825-26 made provisions for the construction of a military road between Detroit and Fort Gratiot, and Amos Mead, of Farmington, Harvey Parke, of Pontiac, and Conrad Ten Eycke, of Wayne County, were appointed Commissioners to lay out and establish the same. The Commissioners met at Detroit early in June, and the relator of this reminiscence, then a boy of eighteen years, was employed to carry the force end of the chain. The starting post was struck near the present site of the City Hall and Market, which at that time was at some distance from any building, out on the common. Harvey Parke was a practical surveyor, a man of gentlemanly bearing and a fine scholar.

Pushing on from the starting point, in a direct line for Mount Clemens, on the third day we struck the twentieth mile stake, opposite the court house in that village. From Mount Clemens we took as straight a line as we could for Fort Gratiot. About four miles south of Belle River, we struck a heavy windfall of timber, where we camped for the night. The next morning we started on, creeping as we could through the dense mass of fallen timber, and halted at noon on the bank of Belle River for our cook and packer to come up with provisions. Here we waited until next day, enduring a fast of thirty hours. The windfall proved to be of much greater extent than we had supposed, and, in seeking to get around it, our cook and packer had to travel many miles eastward, and then work their way back to strike our lines. Though deprived of our tent and provisions, and feeling the keen demands of appetite, we had rather a social time, as Deacon Erastus Ingersol, of Farmington, the axman of the party, told several stories of a funny character. The deacon was a large, fleshy man, and, it being warm weather, he had divested himself of coat and vest, retaining only his pants and a thin cotton shirt to protect him from the hordes of mosquitos that sought to refresh themselves from the deacon's store of blood. With the aid of punk, flint and steel, carried by one of the party, we succeeded in getting up a fire; but despite the smoke, in which the deacon sought to hide from his tormentors, he had a hard time of it. Passing over Belle River and other intervening streams with swamps and marshes, we struck the bank of Black River, some distance above the present site of Port Huron. The only inhabitants of what is now Port Huron were John Riley and his wife—half-breeds—who lived in a block-house of two rooms, on the south bank of Black River, a little above what is now known as Military street, and a Frenchman, who occupied a frame house just south of Riley's. On the north side of the river stood a board shanty, occupied by a man who was a graduate of some Eastern college—a man of culture, but who, disappointed in love, or some other such affair, had strayed into the wilderness and was then following the trade of a cooper. At that time, Fort Gratiot was a tumble-down affair, with a few block houses within the embankments of the fort, occupied by some Indians and their families. The site of Port Huron was then owned by John Riley, the half-breed just named. He was not only proprietor of the place, but the chief of a band of Indians, the most of them, at that date, residing on the opposite shore of the St. Clair. He had been educated at the Presbyterian Mission at Mackinaw, and read and spoke good English. He was a gentlemanly appearing man, mild in his address, and expressed a willingness to have the road pass through his premises, if the public good required it. He dressed after the fashion of the whites, but his wife, a full-blooded Indian, though neat and tidy in appearance, dressed in true Indian style. At that early date, who could have dreamed that on that rude, wild spot, a city of goodly proportions was to arise? Yet so it was to be.

#### SALE OF BUILDING LOTS

The following is a list of building lots, sold at Port Huron, by D. B. Harrington, between the years 1835 and 1841, with the date of sale and amount of purchase money. In the general list, of course, the names of all real or personal property owners in the village in 1821 are given:

PURCHASERS' NAMES.	Date of Sale.	Amount.	PURCHASERS' NAMES.	Date of Sale.	Amount.
Harding & Shepard .....	Nov. 15, 1835 ..	\$74 99	Dale & Hancock.....	May 10, 1837...	\$200 00
G. F. Boynton.....	Nov. 15, 1835 ..	50 00	Ira Porter.....	May 10, 1837...	500 00
J. S. Heath.....	Dec. 21, 1835 ..	80 00	J. S. Comstock.....	June 15, 1837...	150 00
J. Richardson.....	Dec. 21, 1835 ..	35 00	O. A. Hancock & Dale.....	August 1, 1837.	300 00
Willard Orvis.....	Dec. 21, 1835 ..	50 00	M. H. Shippey.....	August 15, 1837.	200 00
Ruth Davis.....		50 00	A. W. Campbell.....	Nov. 13, 1837...	300 00
N. V. Horton.....	Dec. 28, 1835 ..	50 00	J. S. Comstock.....	Jan. 1, 1838....	500 00
Mason & Powers.....	Dec. 28, 1835 ..	50 00	J. S. Heath.....		200 00
J. P. Minnie.....		75 00	George Clark.....	Sept. 14, 1839 ..	1200 00
J. Howard.....	March 28, 1836 ..	100 00	J. B. Flanagan.....	Oct. 26, 1839 ..	
Mason & Powers.....	April.....	120 00	J. B. Flanagan.....	Oct. 26, 1839...	500 00
J. S. Orvis.....	April 13, 1836 ..	50 00	J. Howard.....	Feb. 25 1840 ..	250 00
S. F. Atwood.....	April 19, 1836 ..	100 00	J. Spalding.....	Feb. 25, 1840 ..	250 00
Lucien Beach.....	April 19, 1836 ..	50 00	J. Miller.....	July 27, 1840...	250 00
Ira Porter.....	May 10, 1836 ..	100 00	J. Miller.....		350 00
Clift Comstock.....	May 12, 1836 ..	100 00	J. Miller.....	Aug. 29, 1840 ..	2640 00
Minnie & Canfield .....	May 12, 1836 ..	50 00	N. Nash.....	Nov. 16, 1840 ..	50 00
J. L. Kelsey.....		100 00	S. V. Thornton & J. Wilson	Jan. 9, 1841....	250 00
L. M. Mason.....	July 27, 1836 ..	50 00	J. Spalding.....	Jan. 15, 1841 ..	130 00
L. M. Mason.....	July 27, 1836 ..	100 00	S. V. Thornton and others	Feb. 4, 1841....	300 00
J. Campbell.....	July 27, 1836 ..	127 75	L. M. Mason.....	Feb. 15, 1841 ..	200 00
C. Thompson.....	July 27, 1836 ..	300 00	G. F. Boynton.....	Feb. 22, 1841 ..	400 00
A. & J. B. Comstock .....		600 00	Robert Hickling.....	March 1, 1841 ..	100 00
J. Campbell.....	August 31, 1836 ..	300 00	S. L. McCut.....	March 3, 1841 ..	175 00
L. M. Mason.....	August 31, 1836 ..	200 00	H. W. Hopkins.....	March 31, 1841 ..	200 00
D. N. Powers.....	August 31, 1836 ..	150 00	N. S. Carpenter.....	April 14, 1841 ..	275 00
J. P. Minnie.....	October 6, 1836 ..	75 00	G. Clark & C. Flugal.....	April 27, 1841 ..	800 00
C. C. Waller.....		500 00	J. Bryce.....	May 1, 1841....	250 00
L. M. Mason.....	Jan'y 13, 1837 ..	200 00	J. F. Batchelder.....	May 17, 1841 ..	200 00
Samuel Hall.....	April 11, 1837 ..	125 00	Henry Dunn.....	May 20, 1841 ..	125 00
A. F. Ashly.....	April 11, 1837 ..	200 00	S. B. Carl.....	May 27, 1841 ..	200 00
G. Clark.....	April 11, 1837 ..	200 00	L. M. Mason.....	July 19, 1841 ..	100 00
S. & J. S. Heath.....	April 18, 1837 ..	350 00			
Mason & Porter.....	April 18, 1837 ..	200 00	Total.....		\$16,632 65
William Moore.....	April 29, 1837 ..	125 00			

## AFTER THE CRISIS.

The financial crisis of 1837 ended, confidence began to reign, and the people resumed their wonted occupations. A brief period was afforded them to realize all the dangers which had surrounded them, all the dangers through which they had passed, and to make a survey of the wreck caused by financial depression on the one side, and by famine and disease on the other. They saw the bones of their former savage neighbors lying scattered over the Indian garden plots, along the river banks, and, seeing, regretted their oft-repeated wish that the Indian would die. The new solitude was real; the red men who varied the monotony of life in the wilderness were gone; and the few who remained were so stricken with the calamity which had fallen upon their band, that moroseness was added to their natural stoicism, rendering them at once objects to be pitied and to be feared. In 1838 or 1839, the last of the Indians left this country; a little later, a business revival took place, and within a few years the age of progress was entered upon by the settlers.

Thus, year by year, was formed the nucleus from which has grown this wealthy and prosperous commonwealth. We do not claim this a complete list of those who settled in the city during the years referred to, but have merely made a brief record of the early settlements in different localities in the county, as they have occurred to us. From 1842, the county increased so rapidly in population and the development of its resources, that any attempt to mention more individual names would render this sketch very tedious.

## ORGANIZATION OF THE VILLAGE.

The place, as yet, had no city or even village pretensions, in a government way, the town organization meeting all the requirements in this respect. It was formerly a backwoods clear

ing, satisfied with the name of Riviere Delude, Desmond, and even called St. Joseph by some early travelers. In 1849, however, township government was set afloat in favor of local rule, and henceforth the little lumbering and fishing settlement trod in the ways of progress.

The first meeting of the Port Huron Village Board was held May 11, 1849, with L. M. Mason, President. Martin S. Gillett, Wellington Davis, J. W. Campfield, John Wells, H. L. Stevens and Robert Hickling, Trustees; James Grover, Recorder; William Mitchell, Deputy Recorder, present. At this meeting, Benjamin Bemis was appointed Poundmaster; Charles Horton was allowed \$4 for services as clerk of charter election; and William T. Mitchell, Village Attorney. In June, 1849, M. S. Gillett was appointed Overseer of Sidewalk Construction on Military street, between Pine and Water streets. During the fall of 1849, the epidemic of a few cases of small-pox drew forth the following declarations from the Board: "Whereas, it is the opinion of the Board of Health that persons may take the small-pox from dogs, it is the opinion of the Board that the dogs belonging to Drs. Bell and Jeraw ought not to be allowed to run at large. The Board do, therefore, authorize the Village Marshal to kill all dogs belonging to Drs. Bell and Jeraw, if found running at large."

The officers from 1849 to 1856 are named as follows:

Presidents—L. M. Mason, 1849; M. S. Gillett, 1850; D. B. Harrington, 1851; Alonzo E. Noble, 1852; Wellington Davis, 1853; Alvah Sweetzer, 1854; Newell Avery, 1855; John Miller, 1856.

Recorders—James Grover, 1849; Alfred E. Fechet, 1850; John T. Hamilton, 1851; Alfred E. Fechet, 1852-53; Bethuel C. Farrand, 1854-55; F. H. Vanderburg, 1856.

Trustees—M. S. Gillett, W. Davis, J. W. Campfield, John Wells, Robert Hickling, H. L. Stevens, 1849; William T. Mitchell, John Miller, Tone P. Tucker, 1850; Alonzo E. Noble, Elijah Burke, Nelson D. Horton, J. W. Campfield, J. S. Bottsford, L. M. Mason, 1851; M. S. Gillett, H. L. Stevens, James W. Sanborn, John Hibbard, A. Fish, Jr., David Whitman, 1852; O. D. Conger, John Howard, Perry Dale, John W. Campfield, A. Sweetzer, D. Whitman, 1853; E. R. Sweetzer, Asa Larned, John T. Travers, David Whitman, John C. Forbes, James Baird, 1854; James Baird, Asa Larned, John Miller, Elias R. Sweetzer, Allen Fish, Jr., David Whitman, 1855; Wellington Davis, Joseph P. Minne, William T. Mitchell, John Hibbard, Nelson Roberts, David Whitman, 1856.

Assessors—Joseph P. Minne, John L. Beebe, 1850; Joseph P. Minne, G. A. Eldredge, 1851; Joseph P. Minne, W. H. B. Dowling, 1852; Joseph P. Minne, H. L. Stevens, 1853; Joseph P. Mini, Allen Fish, 1854; Joseph P. Mini, John Howard, 1855; Joseph P. Mini, Alonzo E. Noble, 1856.

Treasurers—George D. Pinkham, 1850; George D. Pinkham, 1851; John T. Hamilton, 1852.

Marshals—Seth L. McCarty, 1849; Newton L. Carpenter, 1851; J. K. Bailey, 1852; D. McKellar, 1853; Noah T. Farr, 1854-55; Amos James, 1856.

#### ORGANIZATION OF THE CITY

The city government was organized, under legislative authority, in 1857. The charter was amended in April, 1869, and again, under the act of March 29, 1877, it was subjected to other changes. Under the amendatory act of the last date, it was ordered that, The territorial limits of said city shall consist of all that tract of country in the county of St. Clair bounded and described as follows: Commencing at a point on the national boundary line in the St. Clair River, directly opposite and in a line with the south line of fractional section fifteen in the township of Port Huron, and running thence westerly along said south line of said fractional section fifteen, to the east line of section sixteen; thence north along said line, and said line extended to the middle of Black River, thence up said Black River to the northwest corner of section sixteen, thence easterly along said boundary line to the national boundary line in the St. Clair River, thence southerly along said boundary line to the place of beginning.

The first election under the City Charter, was held within the Port Huron Engine House, April 6, 1857. John Miller, William T. Mitchell and J. H. Vanderburg were Inspectors, and



R. Crowell and F. H. Vanderburg, Clerks. The total vote cast was 474. The officers elected were:

Mayor—William L. Bancroft, 279 votes.

Recorder—Frederick L. Wells, 243 votes.

Treasurer—John P. Nizziman, 261 votes.

Street Commissioner—William Thompson, 282 votes.

Marshal—Amos James, 303 votes.

School Inspectors—Thomas Hollihan, 253 votes; John McNeil, 215; John S. Bottsford, 218; George B. Eingle, 264.

Overseers of Poor—William H. B. Dowling, 215 votes; Norman Nash, 263; John Hibbard, 211; D. McKellar, 252.

Supervisors—Harmon L. Stevens, 258 votes; Martin S. Gillett, 115.

Aldermen—John Davidson, 179 votes; Newell Avery, 124; Cyrus Miles, 179; James Beard, 124.

Treasurer—First Ward, Charles H. Travers, 180 votes; Second Ward, Elias R. Sweetzer, 119.

Constable—Amos James, 199 votes; Noah T. Farr, 119.

#### CITY OFFICERS FROM 1858.

Mayors—Edgar White, 1858; Newell Avery, 1859; John Miller, 1860; Calvin Ames, 1861-2; Frederick S. Wells, 1863; Cyrus Miles, 1864-65; Jared Kibbee, 1866; John Johnston, 1867; John L. Newell, 1868; John Hibbard, 1869; Samuel L. Boyce, 1870; John Miller, 1871-72; John Johnston, 1873; Nathan S. Boynton, 1874-75; S. L. Boyce, 1876; Daniel N. Runnells, 1877-78; Edmund Fitzgerald, 1879; Joseph Jacobi, 1880; Ezra C. Carleton, 1881.

Recorders—Robert J. Baker, 1858; John McNeil, 1859; William T. Mitchell, 1872.

Treasurers—John Hibbard, 1858; Antoine Marentette, 1859-62; Horace Baker, 1863-65; Daniel Ryan, 1866-67; P. M. Wright, 1868; J. B. Hull, 1869-70; Sigmund Goodman, 1871; Antoine Marentette, 1872-73; John E. Miller, 1874; Henry McMoran, 1875; Carleton W. Robinson, 1876; Martin Huer, 1877-78; Charles Grieb, 1879-81.

Marshal—Amos James, 1858; E. R. Sweetzer, 1859; W. P. Edison, 1860.

City Clerk—Frederick L. Wells, 1859-61; F. A. Weyers, 1862; Hermon Herzog, 1863; Julius M. Carrington, 1864; Lewis Atkins, 1865-66; Albert Dixon, 1867-68; Anson E. Chadwick, 1869; Albert Dixon, 1869; Lewis Atkins, 1870-72; Bennett H. Welton, 1873; Lewis Atkins, 1874; B. H. Welton, 1875; Frank Follensbee, 1876-80; Louis N. Minnie, 1881.

Aldermen—John S. Crellin, William Kerwin, James Beard, 1858; William Kerwin, Samuel Hamilton, Allen Fish, Cyrus Miles, Henry N. Wright, George W. Millen, Frederick Hubert, Calvin Ames, 1859; Lewis Atkins, Jacob F. Bachelor, John S. Crellin, James H. White, 1860; John S. Bottsford, Allen Fish, Jr., Joseph Smith, Nelson D. Horton, 1861; Michael McAaron, Newell Avery, O. B. J. Atkinson, George W. Miller, 1862; William Kerwin, Jacob F. Bachelor, Thomas K. Whitman, Hiram P. Vroman, 1863; Amos James, Henry Howard, Anson E. Chadwick, Frederick L. Wells, 1864; William Allen, John Johnston, T. K. Whitman, W. R. Mulford, 1865; William Kerwin, Henry Howard, Cyrus Miles, James H. White, 1866; Henry McMoran, Samuel L. Boyce, Henry Fish, E. M. Carrington, 1867; Albert Hendricks, S. S. Penney, Tewkesbury Strout, Henry Howard, 1868; Robert Walsh, A. L. Stebbins, W. D. Wright, Albert K. Comins, 1869; Edmund Fitzgerald, Henry Howard, O'Brien J. Atkinson, Frederick L. Wells, 1870; Daniel Ryan, Abram L. Stebbins, Jacob P. Haynes, Carleton W. Robinson, 1871; O'Brien J. Atkinson, E. Ortenburger, Daniel N. Runnells, Edmund Fitzgerald, 1872; George F. Adams, Henry Howard, Albert Hendricks, Frederick L. Wells, Martin Huer, 1873; Benjamin Karrer, D. N. Runnells, John Russell, Martin Huer, 1874; Edmund Fitzgerald, George F. Adams, Peter Schweitzer, Charles Wellman, 1875; Amos James, Guy Kimball, George Brooks, Edwin S. Petit, Otis Joslyn, James Beard, 1876; Edward Fitzgerald, Henry Huer, Sigmund Goodman, John G. O'Neil, Stephen T. Probett, James Golden, James H. Stone, 1877; Henry Huer, Frank Whipple, William Wan-

less, Hiram R. Mills, Duncan Campbell, Orrin L. Jenks, 1878; W. D. Wright, Sigmund Goodman, John G. O'Neil, Chester Kinney, Myron Northrup, Henry W. Cooley, 1879; Henry Huner, Jared Kibbee, Charles Wellman, John McCormick, S. T. Probett, Otis Joslyn, Jacob Eisenhauer, 1880; Dennis Jones, William Springer, E. B. Harrington, Frank W. Parsons, S. T. Probett, James Golden, John Chambers, 1881.

Supervisors—H. L. Stevens, M. S. Gillett, 1858; H. L. Stevens, M. S. Gillett, James Heald, Edward W. Harris, 1859; H. L. Stevens, Edgar White, David Whitman, E. W. Harris, 1860; William Kerwin, Edgar White, David Whitman, E. W. Harris, 1861; H. L. Stevens, Edgar White, George Phillips, E. W. Harris, 1862; Edgar White, E. W. Harris, David Whitman, H. L. Stevens, 1863; Edgar White, E. W. Harris, James Talbot, H. L. Stevens, 1864; E. W. Harris, F. Schulte, E. White, E. M. Carrington, 1865; R. W. Matthews, John L. Newell, Richard Cassler, Joseph Wellman, 1867; E. Fitzgerald, Edgar White, Joseph Wellman, E. M. Cady, 1868; Edmund Fitzgerald, Edgar White, T. K. Whitman, Horace A. Beach, 1869; Charles Sanberg, Edgar White, T. K. Whitman, Carleton W. Robinson, 1870; Charles Sanberg, Edgar White, Otis Joslyn, Ernst Ortenburger, 1871; Thomas Dunford, Edgar White, Thomas K. Whitman, Bethuel C. Farrand, 1872; C. B. Hubbard, Edgar White, George Brookes, Bethuel C. Farrand, 1873; C. B. Hubbard, Edgar White, George Brook, S. T. Probett, 1874; Sylvester H. Robinson, Frank Whipple, Henry A. Bachelor, Edgar White, 1875; James Talbot, Edgar White, Joseph Wellman, J. B. Montross, Henry Bradbeer, Thomas W. Ward, 1876; James Talbot, Edgar White, Joseph Wellman, J. B. Montross, Henry J. Bradbeer, Orin L. Jenks, 1877; James Talbot, Edgar White, Joseph Wellman, J. B. Montross, H. J. Bradbeer, T. W. Ward, 1878; Sylvester H. Robinson, Edgar White, Daniel J. Penney, Jeremiah B. Montross, Joseph K. Gardner, T. W. Ward, 1879; R. W. Matthews, Edgar White, Joseph Wellman, James H. White, Thomas H. Schneider, Frank Ufford, 1880; S. H. Robinson, Edgar White, Napoleon Roberts, J. B. Montross, T. H. Schneider, Thomas W. Ward, 1881.

Controllers—E. P. Tibbals, 1877; J. B. Hull, 1878; L. B. Wheeler, 1879; Edmond Fitzgerald, 1880; Lewis Atkins, 1881; F. L. Follansbee, 1881; Edgar White, 1882.

#### FINANCIAL HISTORY

Previous to the war, the financial history of the city does not present even one extraordinary feature. In 1869, however, the old conservative system of voting moneys for necessary improvements was cast aside, and one more worthy of the spirit of the times adopted. A sum of \$80,000 was voted to aid the P., H. & L. M. R. R., but owing to the decision of the Supreme Court, declaring bonds issued by town or city governments in aid of railroads invalid, the sum voted could not be legally raised, and thus the question rested until 1874-75. During the years 1874-75, the contest over the railroad bonds issued by Port Huron and other municipalities of Michigan ended in the United States Courts, by decisions which rendered it certain that all such bonds must be paid. Judgments to the amount of \$40,000 or more were rendered against Port Huron, and efforts were made to sell 8 per cent refunding bonds to pay the judgments. No bids were received, however, and 10 per cent bonds were then offered and sold at a little above par. It being universally conceded that there was no escaping judgments on all the outstanding bonds, action was taken by the municipal authorities to confess judgments and make as little costs as possible. In this way all the bonds when due were paid, refunding bonds being sold to raise the necessary funds, a portion of them bearing 8 per cent interest. This left about \$37,000 of original railroad aid bonds outstanding and yet to mature, all bearing 10 per cent interest. On these the city paid interest from year to year, and saved the costs of judgment.

While this state of affairs existed, in the years 1872-73, the city water-works were constructed, at a total cost of \$170,000, all of which was borrowed at 10 per cent interest. This investment has never been regretted by the people of Port Huron. The works have more than paid all the expenses of running and maintaining them, have proved a sure protection from extensive fires, and have so benefited the public health that the death rate of the city has been reduced nearly 50 per cent. In the year 1878, a considerable amount of money had accumulated in the sinking fund, and by unanimous vote of the Council, a portion of the outstanding

railroad aid bonds were purchased and canceled, and another portion refunded at 7 per cent interest. This left but \$17,500 of the original railroad aid bonds outstanding. Of these, \$7,000 mature during the present year, \$9,500 in the year 1883, and \$1,000 in 1889. The total bonded debt of the city, January 1, 1880, not including accrued interest, was \$370,960. Port Huron suffered greatly from the financial panic, through depressions in marine business, and through the practical annihilation of its large lumber business by the destruction in 1871 by fire of the timber adjacent to the streams which have their outlet at the foot of Lake Huron. From 1873 to 1879, the city had no actual growth, either in business or population, the large accessions on account of its increasing importance as a railroad center being fully neutralized by its losses through the disappearance of its lumber trade and the depression of marine and ship building interests. This being the condition of affairs, it will not appear strange that the burden of a high rate of interest on so large a debt was seriously felt after the decision of the United States Courts had rendered valid the railroad aid debt, increased by about \$60,000 accumulated interest and costs. Tax payers began to look about for some measures of relief, but could find no prospect of any, for years to come, as nearly all the bonds had from ten to twenty years to run, and could not be called in and paid until maturity.

During the disagreements in the Council during the year 1879, the city defaulted in the payment of interest on her bonds. A public meeting was therefore called and a committee, consisting of two Republicans and three Democrats, was appointed to negotiate with the holders of 10 per cent bonds, and see if they would not consent to a reduction in the rate of interest, or to the payment of their bonds. After two or three months of correspondence, the consent of the owners of nearly two thirds of the 10 per cent bonds to refund at 7 per cent had been obtained, with fair prospect that all others would consent to a similar arrangement.

A meeting of the Council was then held to consider the question of refunding the entire debt; but a resolution favoring a total refunding was negatived, and instead one passed for the issue of \$200,000 of 7 per cent refunding bonds, to take up a similar amount of 7 per cent bonds, excluding all those issued for railroad purposes. This killed the refunding scheme, as the consent of bondholders to refund had been coupled with the condition that the refunding should cover all the outstanding bonds.

The beneficial results of the financial policy adopted were made manifest May 20, 1882, when canceled bonds and other evidences of the city's debt were burned by the Treasurer, D. N. Runnels, in presence of William Hartsuff, S. L. Boyce, R. Walsh, John McCormick, James Moffat and Edgar White.

The census of the city, taken in July, 1854, by J. P. Minnie, gives the following figures:

Males married.....	567	Grand total.....	3,088
Males unmarried.....	1,053	Population in 1850.....	2,302
Total.....	1,620	Increase.....	1,386
Females (married).....	537	Population of the village.....	2,292
Females unmarried.....	951	Population of the village (1850).....	1,481
Total.....	1,463	Increase.....	708

Note.—Total number of marriages during the year, 60; number of deaths, 54.

The census of the city in 1866 was as follows:

Total (First Ward).....	1,325	Total (colored).....	18
Total (Second Ward).....	1,083	Total (Fort Gratiot).....	45
Total (Third Ward).....	1,060		
Total (Fourth Ward).....	1,173	Grand total.....	4,704

The census of Port Huron in 1870 shows the following figures:

WARDS	Inhabitants	Deaths.	Married-factors	Dwellings	WARDS	Inhabitants	Deaths.	Manufacturers.	Dwellings
First Ward.....	1361	22	34	232	Fourth Ward.....	1936	19	5	396
Second Ward.....	1235	17	39	208	Totals.....	5973	70	88	1070
Third Ward.....	1441	12	40	234					



The column of deaths includes those who died from June 1, 1869, to May 31, 1870.

The population of the city in June, 1880, is given in the general history, as 8,883 persons.

Owing to important railroad changes, and the prosperous condition of commerce, this number is thought to be under the actual population by about 2,000.

#### THE SAW MILL CITY.

The rapid growth of nearly, or quite, all the localities which boast of being lumber manufacturing centers is phenomenal. Scarcely one of the towns which had pine forests in proximity but has, within the past twenty years, made rapid advances in the matter of growth and development far in excess of other localities equally well situated for manufacturing enterprise, but lacking the accompaniment of the forest. In no branch of industry has a greater stimulus been given to inventive genius; and the saw mill of to-day is in but few respects the likeness of those of a quarter century ago. The incentives to improvement in saw mill machinery have been extended as well to all branches of wood-working industry; and where, in the past, the manufacture of furniture, agricultural implements, wagons, etc., was wholly dependent upon the skill of trained mechanics, whose preparation was accomplished through long years of close apprenticeship, the present time finds them carried on with the aid of labor-saving devices, worked by unskilled youth, or men educated at the machine which is devoted to but a single portion of the multitudinous details of the work to be aggregated in a grand and perfected whole. With the decadence of the pine supply, it is the part of wisdom for those localities which will presently find themselves put upon a shortened supply of the pine timber which has formed the basis of their growth, and the foundation of their prosperity, to take steps to continue in the path of manufacturing progress by the establishment of works which shall utilize the timber which has been considered boundless in quantity, and of but little value in comparison with the greater importance of the pine.

Wagon and agricultural implement and furniture factories are valuable adjuncts to the prosperity of any locality, and withal their products are not only in increasing demand as the country develops, but the hands employed at them form a valuable adjunct to the population of the village or city where they are located. An agricultural implement or wagon factory requires the adjuncts of foundries and iron-working establishments, while those towns which boast the possession of furniture factories find other industries following in their train as a matter of necessity. Many large establishments are located at points remote from the production of the timber which enters most largely into their manufacture, and the item of transportation is of no inconsiderable importance as a factor of original cost to the finished product. Factories located at the point where the lumber is originally sawed enjoy the advantage of a reduced cost of handling several times added to the cost of transportation. They, too, are enabled to purchase their raw material at a cheaper rate, inasmuch as they can enjoy the advantages of that by no means small proportion of the log stock which, while too coarse to bear the cost of transportation, is yet excellently adapted, in a large proportion of its bulk, for what is known as "cutting up," the valuable portion being utilized without the expense of transporting that which is worthless. In the near future it will be found that those lumber centers of the past which, with wise forethought among the capitalists and business men have secured the establishment of manufactories for working up the oak, maple, beech and ash, with other of the hardwoods now in many localities looked upon as of little or no value, will find their prosperity not only assured, but permanently promoted in a direction doubly advantageous, in that it will increase the population, utilize a comparatively useless product, and add to the world's resources in commodities which must always be in demand in an ever-increasing ratio.

In 1854, the pine lumber trade was the great and absorbing business of this place and the surrounding country. By careful estimate, the lumber manufactured in St. Clair and Sanilac Counties amounted in 1853 to 92,900,000 feet.

		1853.	
Lumber shipped by these counties, and sawed		Value	\$1,100,000
by mills on Detroit River		42,000,000	
New mills erected during the past winter		Quantity of lumber and logs for 1854	15,000,000
equal to		6,000,000	
Add 10 per cent for increased machinery and		Worth of new machinery 80 per cent less	\$8,000,000
improvements, and general increase in		amounting to	\$8,000,000

Add to this sum the value of lath, shingles, fish, staves and spars, and the exports from the two counties named above will not fall below \$2,000,000 the present year. To this immense trade Port Huron is mainly indebted for its hitherto rapid growth and present prosperity. It continued to increase until the trade had reached its maximum—until the forests disappeared.

The saw mill interest of the city to-day is extensive—it is a great industry; but, like the forests of the county, it will fall unless auxiliary manufactories are established.

Port Huron had, in 1867, seven mills, which produced lumber and lath during that year as follows:

NAMES.	Lumber (feet.)	Lath (pieces.)	NAMES.	Lumber (feet.)	Lath (pieces.)
Avery & Murphy.....	5,000,000	3,000,000	A. & H. Fish.....	6,000,000	3,000,000
Howard & Son.....	3,200,000	2,000,000	Z. Bunce.....	1,200,000	1,500,000
W. B. & J. Hibbard.....	4,006,000	237,500	N. & B. Mills.....	4,000,000	
John Wells & Son.....	3,500,000	1,800,000			
Jacob F. Batchelor.....	2,800,000	1,500,000	Totals.....	29,706,000	13,037,500

The numbers of logs sawed was 112,000, and about one seventh of the lumber produced was clear stuff. The greater part of the lumber was shipped to Ohio markets, but some of the clear went to Albany. About 1,100,000 pipe and hoghead staves were shipped, worth \$60 per thousand, yielding \$66,000; beside a considerable quantity of cedar posts, shingles, tan bark, etc.

The total amount of logs inspected in Black River during the year was 64,700,000 feet of the usual board measure.

The following interesting statistics, dealing with manufacturing statistics from 1867 to the centennial year were published by A. Marontette in 1876:

Hibbard's mill started sawing each year, beginning with the spring of 1867, to the spring of 1876, and the amount of money paid each year for labor in manufacturing lumber and lath. Also the total amount paid to the fall of 1876. Also giving the date of the first boat from Detroit to Port Huron each year:

MILL STARTED	FIRST BOAT FROM DETROIT
1867.....April 8	1867.....April 15
1868.....March 30	1868.....March 26
1869.....April 12	1869.....April 18
1870.....April 11	1870.....April 10
1871.....March 16	1871.....March 27
1872.....June 10	1872.....April 17
1873.....April 29	1873.....April 9
1874.....April 27	1874.....April 10
1875.....April 16	1875.....April 26
1876.....April 21	1876.....April 5

1867, April 14, Genesee Chief came from Alpena.

No ice in the lake.

WEEKS MILL RUN.	PAID FOR LABOR.
1867.....22	1867.....\$ 9,172 00
1868.....33	1868.....12,376 00
1869.....34	1869.....14,057 00
1870.....35	1870.....13,525 00
1871.....39	1871.....11,003 00
1872.....134	1872.....5,737 00
1873.....28	1873.....11,249 00
1874.....21	1874.....8,597 00
1875.....16	1875.....5,067 00
1876.....18	1876.....5,490 00

In 1875-6 rebuilding mill, labor only.....\$96,273 00  
2,989 00

Total.....\$99,262 00

These figures do not include clerk hire, or office expenses, neither of luxury expenses for furnishing and repairing mill, which is quite an item, as for belting, saws, file, oil, tallow, timber for repairs, etc.

In Sanilac County, the lumber was sold for an average of \$16 per thousand feet, a total of \$1,440,000 and the lath realized the sum of \$45,000. The number of shingles manufactured was 15,000,000, which sold for an average of \$1.50 per thousand, realizing the sum of \$57,500; making the total receipt for lumber, lath and shingles, \$1,552,500. Between 20,000,000 and 30,000,000 feet of logs were floated down Black River and Elk Creek to Port Huron during the spring of 1867.

The firm of W. B. & J. Hibbard was the oldest lumbering firm in existence in the city in 1875. On account of the destruction of their mill by fire on the 3d of September, 1875, work ceased for awhile; but they rebuilt on a larger scale than before. They purchased the interest of the Horton estate in the site of the old mill, and broke ground in October, 1875, for the new building. The site, at the confluence of the St. Clair and Black Rivers (the most easterly point of land in Michigan) is not surpassed anywhere for mill purposes. It consists of eighteen lots of land fronting on both rivers. The new mill is 120x34 feet in size, containing one large circular saw, gang edger, lath mill, planing mill, dry kiln, etc., and adapted to fill all orders for the retail trade, which the firm made a specialty. The cost of the new mill was from \$10,000 to \$15,000. The firm was composed of William B. Hibbard, of Milwaukee, and John Hibbard, of Port Huron. They continued in uninterrupted business for over a quarter of a century at Port Huron.

The Port Huron Ferry Company's new steamer is one of the finest ferry-boats on fresh water. It has been named "Omar D. Conger," in honor of the talented Senator, in 1882.

The Omar D. Conger is 104 feet in length, and 34 in width; depth of hold, 10½ feet; the engine has a 24½ inch bore and a 30 inch stroke. The engine was built by the Cuyahoga Works of Cleveland, Ohio, and the boiler by Messrs. Desotell & Hutton, of Detroit. The main aft cabin is about twenty feet square, and is finished in an elaborate style. The doors, window frames and mouldings are made of walnut, and the wood work is grained in imitation of mahogany and bird's eye maple. The floors of the cabin are covered with Brussels carpets, and the seats upholstered with red plush. The hull and upper works are painted white, and present a fine appearance. The side cabins and alley ways are grained in oak.

The boat was built under the supervision of Capt. George Hardison, of Detroit, a recognized master mechanic, and reflects great credit on his skill. The joiner work was done by George Travers, of Port Huron, and is acknowledged to be of superior style. The painting and graining was done by the well known firm of George Crackedell & Co., and gives evidence of excellent workmanship. This steamer accommodates 800 people, and is run as an excursion and ferry boat. Capt. Chris. Smith, recently of the Ferry Beckwith, commands the new steamer. He has been connected with the ferry company for seven years, and is a courteous and efficient officer.

The Dormer is a favorite ferry boat—an ancient, constant visitor between Port Huron and Canada, in charge of a favorite corps of officers.

The Beckwith and the Bard are new boats, contributing much toward rendering the ferry service effective.

#### THE PRESS

Port Huron City has always been blessed with newspapers of more than ordinary ability, influence and respectability. The general intelligence and prosperity of a community may be fairly measured by the character of the newspapers published therein, and the liberality with which they are supported. An intelligent, thrifty and enterprising community demands newspapers of the same attributes; and, sooner or later, that demand is always supplied. The city has not been in advance of her newspapers, from the days of the first *Observer*, down to the present publications; and, possibly, has not been up to them in liberality and enterprise. The village had very good local newspapers before it contained a church or a court house, and very soon after the first schoolhouse was erected within the present city limits. They have kept fully up to the excellent standard ever since, always praising and pointing out to the world, without



money or price, the advantages of soil, health, climate, location, growth, society, education, culture and enterprise of the place; inciting new improvements and enterprises, where they did not already exist, and wielding, in the case of one or two of them at least, a strong influence in shaping political and State, as well as local, affairs. They have, therefore, played a very important part in the development and growth of the locality and the State, and the best history would rightly be considered far from complete if it contained no account of the various newspaper publications. In the sketches which follow, those are the most liberally treated of whose files were the most perfect and afforded the most material. Many volumes of the different newspapers have been destroyed, lost or borne away by those interested in their publication or the history they contain. This necessarily abbreviates the histories of some of them, although the most that is worth recording and preserving in pages like these is obtained and verified.

The Democratic newspapers of the city may be said to have had a continuous publication from the first inauguration of journalism here to the present time. The *Commercial* is the successor to a line of well-edited weekly papers, and must be considered one of the best exponents of Democracy in Michigan.

The *Daily Times* is a neat four-page journal, devoted to general and local news. As a Republican newspaper, it has always taken a most active part in all campaigns, making its influence felt in the most unmistakable manner. It did not, however, spare the Republican party or the party leaders when they chanced to be in the wrong, believing it far better to eradicate an evil than to attempt to hide it by silence. This honorable policy sometimes incurred the displeasure of the Republicans who happened to be criticized, but it secured respect from all quarters, showing an honesty of purpose that gave the utmost need of praise wherever deserved, and administering the severest censure with equal freedom and vigor.

The *Daily Telegraph*, the *Tribune*, the *Journal*, and other papers noticed in the general history, have all contributed a share to that wealth of general intelligence which marks the city.

#### INTERNATIONAL SPELLING MATCH

Once there was a wicked journalist in Port Huron. There may be wicked journalists in Port Huron now, but this wicked journalist is there no more. Once while he was there, Elder Smart proposed to get up a revival, and went about the work systematically. He set the date three weeks ahead, got out posters and made all arrangements to draw good houses. The wicked journalist did not believe in revivals, and he said one day to another Port Huron editor who was not truly good: "I believe we can break up that revival." The other editor thought not. Now it was just the time when the spelling mania was sweeping over the land. At once the wicked editor put an item in his paper suggesting that Port Huron shouldn't lag behind the age, and it was high time she began to spell. The other editor copied the item and urged Port Huron to do her duty. The third day a call was issued for a spelling match. In a week everybody had a spelling book in his pocket and studied at every odd moment. Orthographic exercises were the order of the day. When the time came for the revival to open, Port Huron and Sarnia were booked for an international spelling match, and Port Huronites scarcely know whether they had souls to save or not. They only knew they would spell the Canadians down or die in the attempt. The revival was abandoned. This does not profess to be a story with a moral, although it may tend to show how easily it is to set folks wild over nothing, and how like sheep they will go astray, or any other way, when some one chooses to lead them.

#### FIRE OF 1854.

The fire of March, 1854, at Port Huron, was supposed to result from the prosecution of the whisky sellers. The losses, as nearly as we have been able to ascertain, are as follows: E. R. Sweetser, goods, \$12,000, insurance, \$5,000; M. S. Gillett, books, papers and building, \$4,000, insurance, \$1,250; Conger & Bancroft, library and papers, \$3,000, total loss; J. H. Haslett, \$500, total loss; Sweetser & Sanborn, building and goods, \$20,000, insurance, \$4,500; H. J. Bockius, boots, shoes, etc., \$2,000, insurance, 1,600; A. & H. Fish, goods, \$7,000, covered by insurance; Cummings Sanborn estate, building \$2,000, insurance, \$1,500; J. K. Bourne, \$200. In ad-

dition to these losses, the telegraph apparatus in Bockius' store was entirely destroyed and the clerks in E. R. Sweetser's and Sweetser & Sanborn's store lost nearly all their clothing, barely having time to escape. Young Wastell, in E. R. Sweetser's store, in descending a rope from the third story, tore the flesh from the palms of his hands, so that he still suffers severely from the injury. George Proud, a young man in the employ of C. Baneroff, who was sleeping in the block, lost his watch and every rag of clothing, barely escaping with his life. The safe of Eddy, Avery & Co., was found to be so much sprung by the heat that it had to be broken open. Sweetser & Sanborn's safe stood the whole of the fire and came out very little injured. E. R. Sweetser's safe was thrown out of the second story window at the commencement.

#### THE PROGRESSIVE PARTY OF 1865

The citizens of Port Huron, on every occasion when the subject has been presented, have made the most generous offers to the people of the county respecting the public buildings. They have often shielded, by such offers, the people from unnecessary and oppressive taxation. Thus, when it was proposed in 1850 to raise a tax of \$10,000 to erect new county buildings, some of the most responsible business men stepped forward and proffered a bond to erect a court house and jail, worth at least \$10,000, free of cost to the county, on the simple condition that the county seat should be located in this place. Many of the townships were not then organized, a majority of the board was not sufficient to control the question, and hence St. Clair succeeded in retaining the county seat.

No sooner was the action above noticed taken by the board, than the citizens of Port Huron set about complying with the terms, and promptly furnished the committee with the following bond:

*We, the undersigned, promise that we* Cyrus Miles, Daniel B. Harrington, Jacob F. Bockius, Allen Fish, James H. White, Henry Howard, George W. Pinkham, T. S. Skinner, John Miller, W. Wastell, D. Bryce, H. Herzog, John Wells, O. B. J. Atkinson, Jno. Stilson, S. McCormick, R. Walsh, J. W. Thompson, Jas. Beard, John Johnston, J. Haynes, Wm. Farr, J. W. Sanborn, J. S. Crellin, B. C. Farrand, W. T. Mitchell, W. E. Green, Wm. Stewart, D. Whitman, J. B. Schaller, O. A. Wilson, W. R. Mulford, E. Fitzgerald, W. Sanborn, J. Howard, F. Saunders, M. Walker, J. P. Sanborn, E. Ortenburger, P. Walker, H. J. Bockius, F. A. Weyers, J. B. Hull,—all of St. Clair County, Michigan,—are held and firmly bound unto the Board of Supervisors of St. Clair County, their successors and assigns in the penal sum of twenty thousand (\$20,000) dollars, for the payment of which, well and truly, to be made to said Board, their successors and assigns, we hereby bind ourselves, our and each of our heirs, executors and administrators, jointly and severally, jointly by these presents.

Witness our hand and seals at Port Huron, this \_\_\_\_\_ day of October, A. D. 1865.

Whereas, The citizens of the city of Port Huron have agreed to furnish a suitable site, and build, erect, and complete a Court House, Jail and County Offices, and to convey the same to the Board of Supervisors by a good and sufficient deed; Provided, and for the consideration, that the County Site of St. Clair shall be removed from St. Clair to Port Huron.

And whereas, the said Board of Supervisors did, at their late session in October, 1865, vote to remove said County Site from St. Clair to Port Huron; Now, the condition of this obligation is, that if a good and convenient location shall be obtained in the city of Port Huron, for County buildings—a Court House, Jail and County Offices, built equal to or exceeding in value those now occupied at St. Clair and conveyed to said Board, on or before the expiration of two years from the time that said County Site shall be declared to be removed from St. Clair to Port Huron; and if, in the meantime, suitable rooms, for Court House, Jail, and County Offices, shall be furnished at Port Huron for the use of the County, and without expense to the County, then this obligation shall be void; Otherwise to be and remain in full force and effect.

William Wastell,  
H. Herzog,  
John Wells,  
John Stilson,  
Cyrus Miles,  
J. W. Thomson,  
John Johnston,  
William Farr,  
Jas. W. Sanborn,  
J. H. White,  
D. B. Harrington,

D. Bryce,  
John Miller,  
O. B. J. Atkinson,  
Samuel McCormick,  
R. Walsh,  
James Beard,  
James Haynes,  
George W. Pinkham,  
Henry Howard,  
Thos. S. Skinner,  
John S. Crellin,

B. C. Farrand,  
W. C. Green,  
D. Whitman,  
Oscar A. Wilson,  
John P. Sanborn,  
William R. Mulford,  
H. J. Bockius,  
Edmund Fitzgerald,  
F. A. Weyers,  
William Sanborn,  
William T. Mitchell,

W. Stewart,  
John B. Schaller,  
John Howard,  
E. Ortenburger,  
F. Saunders,  
M. Walker,  
P. Walker,  
J. B. Hull.

We, the undersigned Committee, appointed by the Board of Supervisors for the County of St. Clair, do hereby certify that we have carefully examined the within bond, and find the same correct, and do therefore approve the same.

Thomas Dawson,  
Henry Rix,  
Wm. Jenkinson,  
George S. Granger.

## FIRE OF APRIL 21, 1866.

A disastrous fire occurred in Port Huron on April 21, 1866, commencing in a saloon and restaurant occupied by H. Williams, and thence extending to other buildings. Four buildings were consumed, three belonging to William Stewart and one to S. S. Ward, the loss to the former estimated at \$6,000, and to the latter \$6,000.

## THE WAR OF 1861-65

In the decade commencing with 1860, the whole country was convulsed by war between the States; and, while this portion of the Union, being remote from the scene of active hostilities, was not so sensibly affected as the States in immediate proximity, or at a short distance therefrom, the withdrawal of a generous portion of the bone and sinew of the city and county was a sacrifice at the expense of the material prosperity. The population of the city was then only a few thousands, and but little reflection is necessary to an appreciation of the effect on trade, commerce, agriculture and manufactures entailed by requisitions made on its quota of troops by the Government.

As elsewhere, citizens of Southern politics and sympathies were slow to countenance the action of the Government, and while all urged the enforcement of the laws and maintenance of the Union, there were many who differed honestly as to the means to be employed in that behalf. While repudiating the practical application of the resolutions of 1798, they insisted that violations of the Constitution defeated the objects sought to be gained. One class labored for the Constitution and Union, another for the Union with or without the Constitution. This division of sentiment caused interminable disputations, which were characterized by intense feeling on both sides, not altogether obliterated by the lapse of years. How the true citizens, both men and women, acted their part throughout those years of trial, is shown in the general military history of the county.

## THE CAUSE OF TEMPERANCE.

The purpose of the organization, as set forth in its constitution, is to promote the cause of temperance and sobriety by abstaining from the use of all intoxicating liquors. Perhaps in no city in the world has the cause of temperance had more earnest workers than at Port Huron. It is now some years since the organization attained its full strength. The lessons which it then taught, and the earnest manner of the teachers, rescued numbers of people from the ruin which strong drink was bringing or had already brought upon them.

In 1867, Port Huron had several religious societies, owning five church edifices, worth in the aggregate, \$25,000. These societies paid their ministers not to exceed an average of \$800 each. The whole expense of supporting these five societies, including taxes, insurance and all other charges, did not exceed \$6,000.

Port Huron had also twenty-six saloons, devoted solely to the sale of intoxicating drinks. Her citizens paid the keepers of those saloons an average of at least \$600 a year, making an aggregate of \$15,600. They also paid their rent, which at a low figure amounted to at least \$3,000. Total, \$18,600. Her citizens assisted, too, in supporting the bars of eight hotels, at an additional expense of say \$4,000.

Looking at the sacred and profane in this light, it is not to be wondered at that the people rose en masse to assert their intelligence.

## IMPROVEMENTS IN 1869.

In reviewing the improvements made during the year 1869, the following description of such improvements is selected from a number of papers on the progress made during that year:

## THE CITY HALL AND COURT HOUSE

The corner-stone of the County Court House was duly placed October 30, 1872. Early in the forenoon, the music of bands was heard on the streets, and a gathering of members of the Masonic fraternity was noticeable. At noon the Masons entertained members of the fraternity from abroad, and invited guests to the number of 242, at Bazar Hall, where



dinner was provided. After dinner, the Masons, led by the Port Huron Band, and the Knights Templar, marched through some of the principal streets, finally halting at City Hall Park. The procession numbered nearly 200, and was made up of Masons resident here, and members of the fraternity from Sarnia, Marine City, Algoma, Lexington and other places. The Romeo Band was also in the line. The Knights Templar, under command of Eminent Commander F. L. Wells, were especially noticeable for their fine uniforms and excellent drill.

The following were the Masonic officers taking part in the ceremonies

Acting G. M. — M. W. Dep. G. M. Hugh McCurdy, of Corunna.

Acting D. G. M.—M. W. P. G. M. W. T. Mitchell.

R. W. G. Chaplain.—Rev. A. M. Lewis, of Romeo.

Acting G. S. Warden.—P. M. A., J. Cummings.

Junior G. W. P. M.—Isaac Thorne.

Senior G. D.—Robert S. Brown.

Junior G. D.—H. W. Stevens.

Grand Tiler.—Charles Flugal.

Grand Marshal of the Day — Lieut. George Duff.

Bearer of the Golden Vessel of Corn—B. F. Owen, of Marine City.

Bearer of the Silver Vessel of Wine—Ralph Wadham.

Bearer of the Silver Vessel of Oil—J. D. Whitney.

Bearer of the Holy Bible, Square and Compass—William Johnston.

The corner-stone of the new building was laid at the northeast corner. Under it was a square cavity in the brick work, prepared for the reception of the box containing the papers and other documents deposited.

The exercises commenced with prayer, offered by the Rev. A. M. Lewis, of Romeo, Right Worthy Grand Chaplain of the State. Following this, Acting Grand Master W. Dep. G. M. Hugh McCurdy, of Corunna, delivered the following address:

“BROTHERS—In the name of our ancient order, we are invited to lay in fitting place the corner stone of an edifice devoted to the administration of public justice, and the official duties of those who rule a city. As the corner-stone becomes the chief prop of the edifice, so it is deemed important that it should be adjusted to the principles of the square, level and plumb, laid broad and deep, and dedicated to the eternal principles of the Goddess of Justice. It is not unusual that it should also be the chosen stone by which the builders may communicate with their descendants in the great hereafter when the head that conceived and the hand that executed shall have moldered into decay.

“In no other section of the broad land which we inhabit can we drink in the inspiration here afforded. Within the days of men now living, the region here around us was but a vast, continuous forest, shadowing the fertile soil, sweeping over hill and dale in endless undulations, surging the shores of yonder inland sea in verdure, and mantling brooks and rivers from the light of day. Green intervals dotted with browsing deer, and bare fields blackened with more formidable game broke the sameness of the woodland scenery. The vast lake at our feet then as now, washed the shore; but the Indian voyager, in his birch canoe, could descry no land beyond its world of waters.

“Agriculture is little known to the dusky sons of the forest and through summer and winter they range the wilderness with restless wandering. Exploring the beautiful strait, or the meandering stream that gives a dark tint as it moves to the crystal waters of the more impetuous river, the Indian fits his canoe upon the sand beach, and smokes away the sultry hours in lazy luxuriance. To him the wilderness, rough and harsh, has charms more potent in their seductive influences than all the lures of luxury and sloth, and he finds no heart to dissolve the spell. Such is the picture of the past.

“To-day the scene is changed. The wigwam has given way to the stately palace and the Indian, driven by the advancing steps of civilization, has gone still further to the setting sun. On the river the canoe is superseded by the white-winged vessel; and the boat propelled by an element which the red man knows not of, and laden with the products of industry, speeds its way to marts beyond his knowledge. Now, art and refinement spread out charm, and knowl-

edge leads man to the highest type of social enjoyment. The frowning stockades at your northern door have been removed, as no longer necessary to your safety; a teeming population under the direction of skill and capital, extends its labors and scatters prosperity and happiness on every son of toil. Every department of industry is pursued, and every resource of wealth developed. Situated at the outlet of an immense sea fed by others and at a point that must make your lovely city a commercial and railroad center, nothing can retard its onward progress.

"This proposed edifice attests the liberality and public spirit of the people, and here, on behalf of the great fraternity I represent, I congratulate the citizens on the prosperity they have so worthily secured, and on the commencement of a building which, when finished and completed in all its parts, will be a pride and ornament to the metropolis. Brethren, according to ancient Masonic usage, we will now proceed to lay the corner-stone."

The corner-stone was then adjusted in true Masonic form, after which the Grand Master addressed the citizens as follows:

"FELLOW CITIZENS:—To our trust, as Free and Accepted Masons, has been committed the laying of this corner stone; and we who are lawful Masons have performed that duty with an eye single to the glory of the Great Architect of the Universe, and exact justice to all men.

"Centuries have looked down upon our fraternity, and ages still in the womb of time will attest the honor and beneficence of the brotherhood.

"We practice the essential requirements of the good and just, as handed down to us by the best of the sons of earth.

"And now my brethren, let it ever be our effort to observe, preserve and keep every rule enjoined by Masonry, and so live as not to bring a taint upon its future history.

"Thus untarnished and full of fresh life and vigor, may it ever march on to new achievements until time shall be no more."

At the command of the Grand Master, the Masons then gave the public grand honors, in perfect time, and with impressive effect.

The following is a list of papers and other articles deposited in the corner-stone, which was read by the Grand Secretary:

Copy of City Charter and Ordinances.

Port Huron City and Business Directory.

List of members of Board of Education, rules, etc.

List of Mayors of the city.

Autographs of City, County and United States officers residing in the city.

Copies of city papers of latest dates.

Copy of *Lake Huron Observer*, September 16, 1837.

Proceedings of Grand Commandery Knights Templar of Michigan June 4 and 5, 1872.

Other proceedings of Masonic bodies.

Manual of First Baptist Church.

Manual of First Congregational Church.

Certificate of Membership of St. Stephen's Catholic Church.

List of Members of Fire Department.

Historical sketch of Ladies' Library Association with list of books.

Historical paper on "Early Settlement of Port Huron" by Mrs. B. C. Farrand in the *Daily Times* of June 17.

Photograph of William Stewart & Co.'s hardware store.

Business cards of Howard & Son, W. B. & J. Hibbard, James H. Haslett, L. A. Rose, William Wastell, H. Mears, M. Walker, William Stewart & Co. (with coin attached), Commercial, and Samuel J. Giddey.

One 25-cent fractional currency, issued by John Miller & Co., August 25, 1862.

One dollar note of First National Bank, deposited by Henry Howard.

Silver coin deposited by Edward Petit, date 1854, inscription, "E. Petit, born 7th February, 1813, first white child born in the city of Port Huron."

Five silver coins inscribed and deposited respectively by John Miller, J. Gillett Wastell, Alice M. Miles, Nellie Stewart and Hattie Howard.

One silver coin, inscription, "S. T. Probett & Son, Builders, August 30, 1872."

Photograph of William Wastell's drug store.

Certificate of membership of Spiritual Society, with date of organization, and date of erection of their hall.

Piece of charred wood from Chicago fire.

Discipline of Methodist Episcopal Church of Port Huron, 1868, with names of officers and members.

Copy of programme of banquet given to the Masons, August 13, 1872.

List of officers and members of Grace Episcopal Church, with story of its organization. Copies of Detroit daily papers of latest dates.

Copy of contract with Stephen T. Probett, builder of City Hall, dated July 16, 1872.

Photograph and history of Mother Rodd.

Business card of J. W. Campfield, boots and shoes, established 1833.

Early history of the family of S. S. Ward.

The Masonic ceremonies were completed by the application of the square, level and compass, the stroke of the mallet, and the pouring on of corn (wheat), oil and wine.

Judge Mitchell then made a few remarks, saying that the orator of the day, Mr. Eldredge of Mount Clemens, was not present, being detained, as he supposed, by ill health. He thanked the brother Masons from other places for their kind assistance in the ceremonies and labors of the day, and especially those from Canada, whose presence testified that the brotherhood of Masonry is not limited by cities, counties, States or nations, but is as wide as the world. He called upon Mayor Miller to speak for the city.

In response to this, Mr. Miller came forward, thanked the Masons for their assistance in the ceremonies of the day, and expressed his confidence that the building would stand for he did not know how long.

Mr. O'Brien J. Atkinson then spoke on behalf of the Common Council, also thanking the Masonic brotherhood for the part they had taken in the ceremonies of the day. This closed the exercises at the stand, and the crowd, which must have numbered two or three thousand persons assembled in the park and streets adjacent, immediately dispersed. Most of the stores were closed from 1 until 3 o'clock and many places of business were handsomely decorated with flags and streamers. All the exercises passed off pleasantly and satisfactorily, making the affair in every way a success.

#### THE CUSTOM HOUSE AND POST OFFICE

During the year 1865, the customs business of this region attained such proportions as to convince the Government authorities that the interests of the revenue service would be advanced by the organization of a new district separate from that of Detroit, of which it was then a part. In the winter of 1865-66, definite movement was made by our citizens to secure the creation of the new district, and a delegation of our leading business men, among them Hon. James W. Sanborn, Henry Fish, John P. Sanborn, H. Howard and F. L. Wells, proceeded to Washington to labor for the result which was attained in the April following by the passage of the bill creating the "Customs District of Huron," embracing twenty-two counties and all the frontier from Lake St. Clair to the Straits of Mackinaw, a line of coast of fully 550 miles, counting the bays and inlets of Lake Huron. The organization of the district was begun in the fall of 1866, and completed the next spring, since which latter time the upper part of Johnston & Howard's block, on the corner of Water and Military streets, has been occupied by the offices of the district. This arrangement was, of course, intended from the first to be only temporary.

Hon. Omar D. Conger was elected to Congress in 1868, and among the first bills introduced in the House by him was one providing for the erection of a Government building at this point. After the usual delays which such measures meet with in Congress, the bill was finally passed June 10, 1872, and approved by the President the same day. It authorized and directed the Secretary of the Treasury "to purchase at private sale or by condemnation in pursuance of the statute of the State of Michigan, a suitable lot of ground in the city of Port



Huron, State of Michigan, and to cause to be erected thereon a building suitable for the accommodation of the custom house, bonded warehouse, and other Government offices in that city, the lot of land and the building thereon, when completed, upon plans to be previously made and approved by the Secretary of the Treasury, not to exceed the cost of \$200,000." Plans were at once prepared under the supervision of A. B. Mullett, then Supervising Architect of the Treasury Department, and steps taken to secure a suitable site for the building. There was some rivalry between the north and south sides of Black River in the effort to secure the location of the building, and various spots were placed in competition, most of which, however, were excluded by the exactions of the Government, which were that the site should be bounded on at least three sides by streets or alleys. The site finally selected by the locating committee (consisting of Collector Sanborn, Postmaster Hartsuff, Capt. E. Fitzgerald, John Howard, W. L. Bancroft, Albert Hendricks and Peter Hill), was the lot on the corner of Sixth and Water streets, fronting 225 feet on the former street and 131 on the latter, and 175 on the alley. The cost of the lot was \$10,000, \$5,000 of which sum was paid by subscriptions of citizens, so that the cost to the Government was less than had been anticipated. Some fault has been found with the location, but all things considered, it is doubtful if any better one could have been made. It is central, on high ground and convenient of access, which considerations outweigh the single objection that the building is not as conspicuous as if situated on Military street or Huron avenue.

The plans of the building were completed and the first appropriation of \$100,000 toward the work made March 3, 1873. It is of rich light bluish sandstone, three stories in height, hip or square roof, and surmounted by a dome. The style is composite, the Italian predominating. Its exterior in the main is plain, though the carved stone cornice and pilaster capitals are handsomely and richly ornate. The dimensions of the structure are: Length, 113 feet 10 inches; breadth, at the ends, 62 feet 7 inches; at the center, 67 feet 7 inches; height from the basement to the eaves, 53 feet; to the summit of the dome, 105 feet; to the top of the flag staff, 144 feet.

As above stated, the first appropriation, \$100,000 in amount, was made March 3, 1873. The subsequent appropriations were, \$75,000, June 24, 1874; \$25,000, March 3, 1875, and \$36,000 for completion of building, and furnishing the same, July 31, 1876. The work of excavation was begun in August, 1873, under the supervision of Henry N. Wright, of this city, who remained in charge until the arrival of Mr. George H. Sease, the present Superintendent, who came here in October of that year from St. Paul, where he was just completing the United States Court House and Post Office at that point. Mr. Sease, who is one of the most capable builders in the employ of the Government, besides the St. Paul building, had also superintended the construction of the Cairo, Ill., Court House and Post Office, and was thoroughly familiar with the task before him, which he at once entered upon with vigor, and has prosecuted most faithfully and successfully from that time to the present. He has given close personal attention to the minutest details, and not one cent of the Government's money has been wasted. He first completed the excavation and procured the material for the concrete foundation. The excavation extended three feet below the floor line, which space was filled with concrete composed of limestone, broken into pieces about the size of a hen's egg, mixed with a composition of coarse gravel, sand and cement. As the concrete was laid the system of drainage was also constructed. This is of the most perfect and substantial character. Water from the roof is conducted through cast iron pipes in the wall into two stone drain pipes underneath the basement floor, extending the full length of the building, with lateral branches. These pipes are provided with stench traps that prevent gas accumulating in the sewer from coming up in any part of the building, and empty into a 15 inch stone pipe leading to Black River. The laying of the concrete was about two thirds completed when the weather became so cold that work was necessarily suspended and Mr. Sease proceeded to St. Paul to close up his superintendency there and accompany his reports to Washington. He returned here in February, 1874, and as soon as the weather would permit resumed work.

The putting down of the concrete was finished and the laying of stone in the basement story begun May 1. Work was pushed rapidly forward and the corner-stone laid October 8,



*C. W. Blair*





1874, with imposing ceremonies. The occasion will be remembered. The Flint Blues with Gardner's famous band, Detroit Knights of Pythias, officers of the Grand Lodge of Michigan, Knights Templar, various Masonic Lodges, and other home societies, and a large concourse of people participated. The oration was delivered by Hon. O. D. Conger, to whom, as much as any other person, the erection of the building is due, and in it were included some statistics concerning the business of the district, which were probably new to most of his hearers, and which we cannot do better than to reproduce here for the purpose of showing the importance of the business interests of this district, for the accommodation of which this new building has been erected:

#### MR. CONGER'S ADDRESS.

"We have met, fellow citizens, to assist in the ceremonies of laying the corner stone of a beautiful edifice designed to promote and foster the commerce and navigation of our country, facilitate the reception and distribution of letters and literature, provide for the administration of justice, and subserve the necessities of the people.

The peculiar Masonic ceremonial of occasions like this, originated in that early period of man's history when increasing civilization required the magnificent structures dedicated to commerce, religion and social life, and when the 'level, square and plumb' ever heralded man's progress as the emblems and implements of architectural symmetry, beauty and grandeur.

The Pyramids of Egypt attest their presence. The Temple of Solomon acquired its marvellous symmetry and beauty "from foundation to cap stone" by their application. The splendid ruins of Palmyra are mute but eloquent witnesses of the antiquity of the Order and the perfection of the Craft.

In theory and practice, the ceremonial of laying the corner stone of the magnificent edifices erected for the public welfare has accompanied man, in the East and the West, from his earliest civilization through all ages of his progression down to the present time.

In like manner, on this day, the representatives of the mystic craft, whose labor and skill have adorned the pathways of human existence through all the ages with the most enduring monuments of symmetry, beauty and usefulness, according to ancient custom lay the corner stone of this edifice, erected by a free people to subserve the growing necessities of their advanced civilization.

This building, spacious and beautiful as it seems to us, with its estimated cost of \$200,000, though rather insignificant when compared to the magnificent structures for similar purposes at New York, Boston, Chicago and other places, at a cost respectively of from \$3,000,000 to \$10,000,000, is necessary for the wants of the Government, necessary for the interests of the people of this customs district, and of all the Northwestern States.

It is designated for a custom house for the District of Huron, which extends from Lake St. Clair to Mackinaw, with a shore line of over 550 miles, and embracing twenty-two counties.

For a bonded warehouse for valuable imported articles for the benefit of all the importers of the Northwest, who from Chicago, Cincinnati, Milwaukee and other cities, petitioned Congress to provide for its erection.

For a court house for the administration of justice, and for a post office, not only for the convenience of the people of this city, but for the reception and distribution of all the mails of a hundred post offices and mail routes of Eastern Michigan, and the Upper Lakes, so that this edifice, although local in situation, is national in its objects and usefulness.

The District of Huron, of which Port Huron is the port of entry, was organized October 1, 1866, only eight years ago.

In the belief that some statistics of the district would interest you, and not be inappropriate to the occasion, I have procured some tables from the custom house reports and other sources, which I shall present with these remarks, and to some of which I wish to refer more particularly as I proceed, and while I am presenting some of the leading items of the business of the district during the eight years of its existence, I will ask you to reflect that all this vast business of this vast Northwest has come into being during the lifetime of many who listen to me this day.

Fifty years ago there was no commerce on these great lakes, only one little steamer on all

these waters, and even that was declared unprofitable because its draft of seven feet of water prevented its entrance to most of the harbors of Lake Erie. No railroad in all the land—scarcely a wagon road.

A few frail vessels, a few wandering batteaux, a few Mackinaw boats, a few bark canoes, and here and there an Indian trail, furnished all the means and modes of commerce, transportation and travel.

A few thousand people numbered all who dwelt along these beautiful straits, and in the vast territory bordering upon the Upper Lakes.

The fields yielded no products for commerce, the forests no timber for transportation, the fisheries were unexed by the seine, the waterfall was unused for the mill, and the steam engine was unknown in the land. The iron mountains were undiscovered, and the copper mines were suggested only in the traditions of unsuccessful explorers and the vague reports of the early missionaries.

In all this marvelous region of the Upper Lakes, o'er all the boundless prairies, through all the gloomy pine forests, amid the mountains of iron and the ancient diggings of the copper mines, even among the lonely Indian tribes, reigned a mysterious silence, a supernatural repose, as if all nature were hushed to temporary rest, before the new era of steam and strife, of business and bustle, of surveying and settlement, of civilization and commerce, should burst upon the land and the lakes.

And then, you came hither, bold pioneers of the vast northwestern lakes and shores, you, and thousands like you came up and possessed the land; came with your wives and little ones, or came singly and alone; came as pioneers, or came following your friends, and raised the log cabin, cleared the land, builded the mill, launched the vessel, opened the roads, erected the schoolhouse, planted the towns, reared the churches, and with privation, patience, toil and energy, you developed the marvelous growth and civilization of this wonderful, beautiful land, and rendered necessary the erection of the building whose corner stone we are laying to-day.

Brave old settlers of the early days! As you see this day all these evidences of growth and prosperity, where once you found a wilderness do not the toils and dangers of former times fade from your memory, while your heart glows with the proud consciousness of having borne an honorable part in such a glorious transformation?

And you who came later, to enjoy the fullness of this beautiful land, should never forget the gratitude due to those who first traveled the wilderness alone.

With this brief reference to the past, let us now return to the consideration of our present condition, as suggested by the occasion which calls us together. Michigan is divided among four Customs Districts. Detroit District has the southern part, with Detroit for its port of entry. The City of the Straits, to me the most beautiful city of the Union, our commercial metropolis, with its steady growth, its ever increasing manufactures, its unrivaled harbor, its great mercantile and shipping interests, and its splendid situation on the great highways of commerce both by land and by water.

The District of Michigan, with its port of entry at Grand Haven, includes western Michigan, with its great lumber regions, its marvelous growth of fruits, its numerous harbors and the boundless West for its market.

The District of Superior, with its port of entry at Marquette, the Upper Peninsula, with its untold wealth of copper, its mountains of iron, its forests of pine, its undeveloped fisheries along the shores of the three bordering inland seas, and last, but by no means least, the District of Huron, embracing Eastern Michigan, with its port of entry in our own prosperous city.

Within our borders is the best white winter wheat region of the State; the best pine ever sent to any market in the world; the wonderful Saginaw Valley salt basin; almost the entire salt manufactories of all the Northwest; some of the finest flocks and choicest herds of the country; the finest fisheries on the lakes; the best and largest ship yards in the West; the port of entry of nearly all the commerce and immigration by rail from the St. Lawrence; the only open channel upon the straits for winter crossing of railroad communication, and the most northerly practical point of connection between the Northwest and the East, whether by rail or by water.

And here, my fellow citizens, at this great eastern gate of commerce, we may, if we will, sit and hold the keys, and look and unlock the portals through which will pass a wealth of commerce unrivaled in the land. From the East the Grand Trunk and Great Western Railroads pour their vast wealth of freight upon our shores. From the West, the South and the North, the Chicago & Lake Huron and Grand Trunk Railroads and the waters of the straits and of Lake Huron bring to our door the wealth and commerce of the whole region of the lakes. In the season of navigation, of 1871, the aggregate tonnage of steamers and vessels passing the Great Light House was 26,486, in 1872, 32,976, and in 1873, 39,488. On what other waters of the world float such a tide of commerce?

In the last eight years, there have arrived at this port 316,419 immigrants—enough to form a State—a greater number than at any port in the United States except New York, and here they pay no head money and are subject to no swindling or extortion.

The importations for eight years at this port amount in value to \$7,642,759, and the exportations in value to \$21,719,084. During the same time the duties and fees collected and paid into the Treasury from this District, amount to \$1,295,745, and from other places on goods entered at this port but not cleared to other ports in the same year and for a part of entry act, \$1,312,244, making a total for duties and fees for goods entered at this port of \$2,608,990.

Should not the Government have some better place than a rented room and a wooden warehouse to accommodate a business of such proportions?

In the last eight years, there have been built in this district of steamers, barges and other vessels the number of 378, with a tonnage of 86,974 tons, at an estimated value of \$5,771,275, of which probably about \$7,000,000 was paid out in the district for labor and material.

The principal ship yards are at Algonac, Marine City, St. Clair, Port Huron and on the Saginaw River, with some ship-building at other places in the district.

Some of the largest and finest steamers, barges and vessels on the lakes were built in this district, and our ship-builders have acquired a reputation surpassed by none in the country for the excellence, almost perfection of the craft they put afloat, and every year there is an increase in the size of the vessels. As the Government improves our harbors and deepens the channels of our waters, the ship is increased in size, and transportation is rendered more secure and cheaper for the producer. As an illustration of the magnitude of the ship building interest, I am furnished a statement of the value of ship-building and repairs in Fitzgerald's yard in this city, by which it appears that during the last eight years the amount at one yard was \$558,000, and in this city there are four other ship yards, whose business statistics I have not on hand.

The Grand Trunk Railway has some 1,100 miles of track connecting our city directly with Buffalo, Toronto, Montreal, Quebec and Portland, crowded with an ever-increasing business, sending daily from twenty to twenty-five trains of cars, and for the month of September, 1874, sending 6,285 cars to the East, 3,660 to the West, or about 10,000 cars for the month, being an increase of fully 50 per cent over the corresponding month of last year.

When the Chicago & Lake Huron Railroad shall have finished its line by the completion of its short portion between Flint and Lansing, which will be done within the coming year, our city will be upon the place of crossing of the most direct and shortest routes of railway communication across the continent, and directly upon the line of the only water communication between the East and the West, where the transportation by land and by water meets and may pass on or diverge as the necessities of commerce shall require.

The St. Clair Branch of the Canada Southern Railroad also crosses the straits in this district, and when its western connections are completed will add largely to the commercial importance of this district. The Flint & Pere Marquette and the Detroit & Bay City roads pass for a considerable distance through the District of Huron, and furnish transportation for the immense business of the Saginaw Valley and the interior counties.

Fellow-citizens, it was in the interest of so great and so widely extended commercial interests and postal service, as well as for the benefit of this people and the growing local importance of our city, that Congress has provided for the erection of this building at the port of



entry of Huron District. Its dimensions are about 130 feet in length by 67 in width, with an elevation from the floor of basement to the top of the dome of about 120 feet. About 26,000 cubic feet of Sandusky limestone are used for the foundation and basement, and nearly the same quantity of Berea sandstone, with some 800,000 St. Clair brick for the superstructure. The plans and general direction of the work of the building are under the control of A. B. Mullet, Esq., the accomplished architect of the Treasury Department, while its immediate superintendence is committed to the care of George H. Sease, Esq., whose courtesy and ability, well known to our citizens, has been heretofore proven at other places, in an erection of some of the finest Government buildings in the Western country.

And now, my fellow-citizens, having briefly and imperfectly, in obedience to your invitation, presented for your consideration such suggestions as seemed to me befitting the occasion, there remains the pleasing duty of returning thanks in your name to the distinguished societies and visitors, who have gratified us by their presence, and honor this occasion by their attendance.

And while our guests receive from me the assurance of your cordial thanks for their friendship and courtesy in rendering this occasion so pleasant and interesting, I am proud to believe that they rejoice in your good fortune, and are gratified by the evidences of the growth and prosperity of our goodly city, and that we all together may feel a common pride in the commercial advantages of this and other portions of our beloved State—the land of our pride and our hope, the home of our adoption and choice.

How beautiful is her situation! Enthroned in the midst of her crystal lakes! The white-winged messengers of commerce hovering on every shore, and seeking shelter in every harbor; her iron roads traversing every portion; her fields yielding abundant harvests, and her orchards o'erladen with fruit; unrivaled wealth in her mines; abounding riches in her forests, and concentrating in herself all the elements of prosperity and greatness, our Michigan is to-day the home of virtue and intelligence; the abode of peace and prosperity, and has fair promise of a more glorious future in the development of her agriculture and commerce, and the perfection of her free institutions."

Later statistics would make the showing still larger and enhance the importance of the District in the eyes of the reading and business public. The exports of later years were more than twice as great as the average cited by Mr. Conger, while the freight and transfer business of the Grand Trunk was very much larger than in any preceding year, 140,000 cars (an average of 440 per day) passing through the hands of the customs officials during the twelve months ending June 30, 1875. The duty collections in some single months exceeded \$40,000 gold, outstripping anything known in the Detroit District. The Chicago & Lake Huron Railroad, now completed, and which must hereafter prove a great trunk line, is now running. This will largely increase business at this point, and must aid in making Port Huron one of the leading points in business importance on the Northwestern frontier.

The basement story is 10 feet 4 inches high in the clear. The walls are of blue Sandusky limestone and massive work of masonry. The outside foundation walls are 3 feet 6 inches in thickness and the interior walls 2 feet 6 inches. On the southern side is an area the whole length of the building  $5\frac{1}{2}$  feet wide in the center and 8 feet wide at the ends. There is also an area around each window and the retaining walls of all the areas are very heavy. The basement is designed for the heating apparatus, closets, water supply, sinks, hand basins, storage of bonded goods, etc. There are in all in the basement 30 massive stone arches, and the basement walls are unquestionably as good specimen of rubble masonry as there are on this continent. They are sufficient to sustain with safety a building of twice the size and weight of this structure. The basement floor is of brick, stone flagging, and marble and slate tiling. In the larger room in the north half of the basement is the heating apparatus. This is one of the latest and best designs, constructed by the Detroit metal and plumbing works, at a cost of \$5,550. The building is warmed by indirect heat from the circulation of hot water. The water is heated in one immense boiler with 53 tubular flues. The heat creates an expansion of water and thus a circulation. The water is forced into coils in brick chambers, from which it returns to the boiler as it cools. The coils are fed with pure air from out of doors, through

apertures extending through the walls. The air is warmed by passing through the coils and rising, reaches the different offices of the building through flues extending from the basement to all the floors. The superiority of the apparatus over others lies in the fact that the air is always pure, and there is at all times a perceptible circulation like a gentle summer breeze. The other rooms in the basement are for the storing of bonded goods, closets, etc., with an elevator in the southeast corner running to the third story. From the solid foundation rise the walls of the building. They are of handsome sandstone blocks, backed with brick. These blocks are laid in courses about 15 inches high, and vary in weight from 1,000 to 8,000 pounds each. They are smoothly finished, the lower story in miter joints. At the top of the first story is a heavy broad belt or first story cornice. The first floor, which is laid on iron beams and brick leveled up with concrete to the proper height for the tiling and wooden floors, is gained by the one staircase of stone steps in the east end, from which one passes into a public hall, out of which an iron staircase leads to the upper stories. The public hall is 12 feet wide, and runs from the north side to the elevator. The east front door opens into this hall, and is the main entrance to the custom house and other offices up stairs. An inside door communicates with the post office corridor, which is 11 feet wide and runs the full length of the post office screen, 70 feet. Two outside doors also open into this corridor, from the north front. The floor of the corridor and lower hall is of slate and white marble tiling in alternate square blocks, with neat slate border on the outer edge.

The general business office of the post office is a noble room 70 by 45 feet in size and 17 feet 4 inches in height. The floor of this is of black walnut and ash alternating. In the room are eight iron columns 14 inches in diameter to support the upper floors. The ceiling is plastered on iron lath, and is a beautiful piece of work. The mails are to be conveyed into this general office through the doors in the rear, or south side of the building, and in this large room is the post office furniture, all very ingenious and labor-saving, built on the premises. The furniture for handling the mails consists of two "general delivery cases," two "assorting tables," one "stamping" or "canceling table," one "distributing oven," sometimes called a "throwing table," one "mailing case," one case for advertised letters, transient newspapers, etc., and three standing desks. The screen which separates the general business office from the public corridor is now being put in place. The frame work is of walnut and butternut, with oil finish. In it are the drawers and boxes to the height that a man can conveniently reach, and above that glass reaching to the ceiling. Two-thirds of the space designed for that purpose is now occupied by the drawers and boxes, of which there are 24 drawers, 16 newspaper boxes, and 1,250 lock boxes. Of the latter, 910 are No. 1 size, 2½ by 4¾ inches, and 360 No. 2 size, 4¾ inches square. They are of metal frame fronts with small glass in each behind the frame through which the box owner can see whether mail is in the box without unlocking. The locks are manufactured by the Johnson Rotary Lock Company, of New York, and are very similar to the Yale lock. Nothing could be better or more convenient. At the west end of the corridor is the money order and registered letter department, a large corner room 22 by 20 in size, to which there is also an outside entrance. Here also the mail carriers and route agents will leave their mails and registered letters, exchange receipts, etc. Adjoining this department are public and private offices of the Postmaster, 22 by 11 feet, and 22 by 20 feet in size respectively. These will be carpeted and handsomely furnished, and provided with the usual office conveniences. Thus it will be seen that the whole of the front story is assigned to post-office uses, and in elegance and convenience of arrangement equals anything to be found in any city of 100,000 inhabitants in this country. The second floor is devoted to the Custom House and Court Room. It is laid on iron beams and iron arches. It is reached by the broad iron stair case at the east end of the building. A hall 12 feet wide, well lighted, and with marble and slate tiling floor, reaches from the east end to the court room door. Immediately at the head of the stairs in the east end is the water supply for the second and third stories, closets, wash hand basins, etc. The height of rooms on this floor except the court room is 14 feet and 6 inches. On the left of the hall is the office of the Collector, 21 by 23 feet in size, and adjoining it on the west a large room 24 by 34 feet in size for general purposes. Across the hall opposite the Collector's office is the room of the Special Deputy. This room

is of the same size as that occupied by the Collector. A small room, 11 feet square, suitable for wardrobe or stationery supply room, in the northeast corner of the building, opens into this apartment. A door opens from the Special Deputy's room into the general business office, to be occupied by the entry clerk, bonded clerk, vessel clerk, and the clerical attaches of the office. A handsome black walnut counter extends the whole length of the room and behind it are the desks of the different clerks, cashier's desk, safe, etc. As in the lower story, there are no vaults, the building being essentially fire proof. The safes will be burglar proof, the only sort of protection needed.

The court room to which entrance is made through the wide doors at the end of the hall, runs clear across the building, 56 feet, and is 35 feet wide. It occupies the second and third stories, thus having two rows of windows, and is 32 feet high from floor to ceiling. It is wainscoted with black walnut and butternut, and the walls are relieved with plaster ornamentations. The plastering in this room and throughout the whole building is equal in finish to anything in the West. In the ceiling are two large iron ventilators, from which ventilating pipes extend through the attic into ventilators through the roof. This room is expected to be occupied for one term at least of the United States District Court each year, since a very large share of the admiralty business in the United States Court of the Eastern District comes from this Customs District.

The third story, also gained by the iron staircase in the east end of the building, is similar in arrangement to the second. It will be occupied by the Inspectors of Hulls and Boilers, Collector of Internal Revenue, United States Commissioners, Deputy United States Marshal, etc. There will also be a small room for the use of the janitor. The ceilings of this story are 13 feet 4 inches high. The hall, which is of the same width as below, 12 feet, is not tiled, but floored with ash and walnut. From the west end of the hall a staircase leads into the attic. This is lighted by a large glass-covered ventilator in the roof. Though quite spacious and floored, the attic will not be devoted to any particular use. Through its winding stairs lead into the dome, from which a magnificent view of the city, and the surrounding country, many miles in extent, down the river and up Lake Huron, is obtained.

The wood work of the building is butternut and black walnut, the former predominating, all finished in oil and natural color.

The marble mantels, 17 in number, are of Vermont red marble, and the grates are provided with summer fronts, affording ventilation.

The outside doors are of massive black walnut, and the door trimmings throughout the entire building are of bronze, heavy and of elegant patterns.

There is in and underneath the building over a quarter of a mile of drain pipe, or 1,526 feet in all.

There has been expended up to February 1, for labor, \$125,000. This has given employment to a large number of men, most all of whom have been residents of Port Huron, the policy of the Superintendent having been to always give work to our own people when it was of that character that persons here were able to do it, which was not the case with stone carving and some other kinds of skilled labor required. It has been a great benefit to the city in these hard times.

The roof, undoubtedly the best in this State, is of heavy sheet copper, which was purchased in New York and cost 30 cents per pound, or with the labor of placing it in position, \$6,300.

The windows of the first story are 9 feet 11 inches by 4 feet 3 inches in size; in the second story, 9 feet 1 inch by 4 feet 3 inches; third, 6 feet 11½ inches by 4 feet 3 inches. The glass in the first and second stories on the north front and each end are of plate glass, four panes to a window, and the glass in the second story rear and third story of double strength sheet. It was all furnished by the Star Glass Company, of New Albany, Ind., and with the other glass in the building, cost \$1,550.

The gas fixtures are not extravagant, but are very handsome. The two chandeliers in the court room are each eighteen light.

The following will show the amount of materials of various kinds used in the construction of the building:



Limestone, cubic feet.....	21,000
Sandstone, cubic feet.....	21,000
Brick.....	68,000
Wrought and cast iron, exclusive of iron tubes for making pipes of the heating apparatus, and water pipes of any hardware, lbs.....	21,000
Nails, lbs.....	8,000
Lead, lbs.....	3,500
Copper in boiler, lbs.....	14,500
Cement, bbls.....	1,550
Lime, bbls.....	700
Sand, cubic yards.....	1,038
Pine lumber, feet.....	50,000
Butternut lumber, feet.....	25,000
Walnut lumber, feet.....	25,000

## CITY WATER WORKS

The bid of the Holly Company, of \$25,000, was accepted May 8, 1872, on condition that the machinery would be completed before September 15, that year. The contract for piping was let to Walker & Rich, at \$68.85 per ton, and \$500 additional for each crossing of Black River. In August, 1872, the mandamus was replied to by Mayor Miller declaring the contracts which he signed illegal. This resulted in postponing the completion of the work. All the petty disputes in this matter were subsequently settled, and, on September 6, 1873, the works were formally opened.

The water-works machinery cost the city \$25,000, and is a very fine piece of mechanism and workmanship. The most important parts are the cylinders and pumps, there being four of each. The engines are rated 100 horse power each, or 400 horse power in all.

Two cylinders are placed upon each side of a heavy iron frame, with the pistons and connecting rods working at right angles to each other, upon a shaft placed at the top of the frame. The crossheads can be disconnected from the piston rods in a moment, so that each cylinder is practically independent of all others in its workings. On the lower side of each cylinder, the piston is extended to connect with the piston of the pump, with a crosshead and key for instantaneous disconnection. The steam cylinders are 14x24 inches in size, and the pumps 9x24 inches. The pumps are capable of forcing into the pipes 1,000,000 gallons of water each twenty-four hours. By a new combination, the cylinders and pumps put in in this city can be run either high or low pressure, or with high pressure in one cylinder, and low pressure in all the others; that is, the exhaust steam from the cylinder which receives "live" steam, is passed on to the others, and moves them. At a trial made in September, 1873, with the "compound" throttle open 1-32 of an inch, the cranks made 17 revolutions a minute, and with the throttle open 1-16 of an inch they made 28 revolutions in minute, steam pressure being 46½ pounds. With steam in all the cylinders, and throttle open 1-16 inch, 42 revolutions per minute were made.

Connected with the suction pipes are two air chambers, and the discharge pipes have the same number. The cylinders are cased in black walnut, and all the unpolished iron work is neatly painted.

The regulators are ingenious pieces of mechanism, and are essential to the proper working of the machinery under all circumstances. There are two of these; one of which acts as a fire signal, blowing a small whistle when hydrants are opened, and letting more steam into the cylinders at the same time. Gauges placed in conspicuous places also indicate, at all times, the exact pressure of water in the pipes, and of steam in the boilers.

The condenser, used when the engines are run on low pressure, is of the most approved pattern, and has connected with it two air pumps. There is also a "dunkie engine," to supply the boilers with water in case of accident to the pumps connected with the machinery. All the steam pipes in the building are covered with asbestos, to prevent condensation.

The boilers are two in number, each five feet in diameter and sixteen feet long, with sixty 3½ inch tubes. They are substantially placed on heavy cast iron fronts, and appear to be excellent in every respect. They weigh over five tons each, and the whole machinery weighs about 100 tons.

These works save the citizens an indirect tax of thousands of dollars. Diseases have almost disappeared since their establishment, while the fire fund can be said to be fully under their control. The engineers in charge, and the officers of the water supply department of the city prove by attention to duty that they are proud of their service.

THE FOLLOWING STATEMENT, SHOWING THE AMOUNT OF BUSINESS TRANSACTED IN THE DISTRICT BE OF INTEREST :

CLASSIFICATION.	FROM	FISCAL	FISCAL	FISCAL	FISCAL
	OCTOBER 1,	YEAR END-	YEAR END-	YEAR END-	YEAR END-
	1866, to	ING JUNE	ING JUNE	ING JUNE	ING JUNE
	JUNE 30, 1867	30, 1868.	30, 1869.	30, 1870.	30, 1871.
Value of Imports entered for Transportation to Interior Ports.....	\$ 73,040 00	\$ 153,367 00	\$ 129,825 00	\$ 101,870 00	\$ 104,921 00
Value of Imports entered for Transportation and Exportation to Manitoba..	138,363 00	161,067 00	35,899 00	51,156 00	111,571 00
Value of Imports entered for Consumption.....	150,416 00	240,824 00	371,305 00	346,701 00	350,994 00
Value of Exports of growth and production of U. S. to adjacent Provinces..	298,186 00	1,139,091 00	1,667,210 00	1,927,368 00	2,754,463 00
Amount of Duties collected in Can.....	45,736 22	72,402 21	87,183 07	103,784 33	98,908 23
Amount of Duties on Merchandise entered for transportation to Interior Ports	28,125 18	52,436 59	55,657 75	45,526 61	48,719 04
Amount of Duties on Merchandise entered for transportation and Exporta- tion to Manitoba.....	88,051 61	130,154 78	21,259 01	36,327 48	87,795 03
Amount of Official Fees collected.....	6,599 35	11,826 80	16,581 60	16,515 00	14,412 25
Amount of Tonnage Tax collected.....	5,071 82	7,042 99	8,189 49	9,513 15	12,894 90
Amount of Marine Hospital Collections.....	490 57	832 18	1,240 61	1,224 83	1,711 75
Amount of Licenses to Pilots and Engineers.....	412 50	1,547 29	1,143 86	1,206 30	1,270 42
Value of Free Goods Imported.....	197,445 00	266,085 00	315,728 00	301,812 00	283,880 00
Amount received from Fines, Penalties and Forfeitures.....					
Amount received from Bonding Seals.....					
Number of Entries made of all kinds.....	5,719	6,072	6,458	6,780	5,193
Number of Entrances and Clearances of Vessels.....	3,809	4,392	9,882	9,984	9,201
Number of Transportation and Exportation Bonds made.....	75	136	109	92	11
Amount of Tonnage Outstanding (owned in the District).....	39	14	10	43	125
Number of Vessels owned in the District.....	14,860	77-100	20,659	86-100	25,250
Number of Immigrants arriving at this Port.....	24,318	30,593	35,589	43,356	36,277

In 1871, the Tonnage Tax was abolished, except on vessels engaged in foreign trade.

The number of immigrants who arrived at Port Huron in each fiscal year, ending June 30, 1880, commencing with the organization of the district of Port Huron, October 6, 1866, was as follows:

1866-7.....	24,318	1874-5.....	31,580
1867-8.....	30,593	1875 6.....	31,334
1868-9.....	35,689	1876-7.....	30,185
1869-70.....	43,356	1877-8.....	30,610
1870-1.....	36,277	1878-9.....	33,423
1871-2.....	38,988	1879-80 to May 31.....	79,265
1872-3.....	58,917		
1873-4.....	58,381	Total.....	565,816

It will be seen from this that the total number of immigrants who entered the United States at this port in thirteen years and eight months was 565,816; or more than one-third the present population of Michigan. Before the close of the fourteenth year (October 3, 1880), the number reached 600,000. Within the past two years, it is supposed that over 200,000 immigrants entered the United States at this port. During the year ending June 30, 1881, no less than 111,170 immigrants crossed the line at Port Huron; while during the year ending June 30, 1882, 71,424 immigrants were registered. During the last six months of 1882, the number of immigrants entering the United States at Port Huron is estimated at 80,000.

#### POSTMASTERS AT PORT HURON.

The first Postmaster in the Port Huron District was George McDougal. He was succeeded by John S. Heath. In 1840, John Wells was appointed. W. L. Bancroft succeeded him in 1845. On Mr. Bancroft's resignation, in 1846, Cummings Sanborn received the appointment. Either Allen Fish or M. S. Gillett took charge of the office in 1848. In 1853, George W. Pinkham was appointed; in 1857, H. S. Potter; in 1861, M. S. Gillett, and in 1865, Gen. Hartsuff, the present incumbent, was appointed.

#### UNITED STATES REVENUE COLLECTORS.

The list of United States Revenue Collectors at Port Huron since 1849, embraces the names of John Wells, W. L. Bancroft, William Sanborn, John Atkinson and John P. Sanborn. At date of writing, it is reported that changes are to be made in the official ranks of both the Collectors' and Postal departments.

OF HURON, MICHIGAN, FROM DATE OF ORGANIZATION, OCTOBER 1, 1866, TO JUNE 30, 1882, MOST

FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE	FISCAL YEAR END- ING JUNE
30, 1871	30, 1873	30, 1874	30, 1875	30, 1876	30, 1877	30, 1878	30, 1879	30, 1880	30, 1881
\$ 28,251 00	\$ 11,791 00	\$ 69,094 00	\$ 70,777 00	\$ 71,777 00	\$ 110,000 00	\$ 169,026 00	\$ 310,000 00	\$ 320,000 00	\$ 320,000 00
152,061 00	240,800 00	310,000 00	556,122 00	77,777 00	186,755 00	104,868 00	1,700,000 00	1,700,000 00	1,700,000 00
365,600 00	115,500 00	782,059 00	753,477 00	795,163 00	635,780 00	424,291 00	500,000 00	500,000 00	500,000 00
1,681,406 00	8,800 00	100,000 00	2,000,000 00	2,000,000 00	2,000,000 00	6,645,001 00	6,645,001 00	6,645,001 00	6,645,001 00
84,158 08	73,211 50	60,000 00	60,000 00	164,317 75	116,675 20	105,762 26	100,000 00	100,000 00	100,000 00
108,068 00	19,000 00	10,000 00	35,902 61	83,519 96	104,000 80	57,913 51	100,000 00	100,000 00	100,000 00
10,740 00	153,805 72	10,000 00	50,000 14	275,734 00	291,827 03	265,610 81	100,000 00	100,000 00	100,000 00
13,548 10	8,000 00	9,131 80	1,947 00	1,000 00	15,019 34	11,697 91	12,889 20	20,752 25	1,681,915 18
3,171 75	15,000 00	4,111 80	3,537 51	1,000 00	1,977 56	3,358 46	2,660 28	2,627 78	2,124 70
2,882 07	1,800 00	3,060 68	1,000 00	1,000 00	1,000 00	3,699 28	4,241 29	3,715 90	3,179 45
1,900 68	2,348 60	1,000 00	2,128 89	2,781 15	1,000 00	2,264 35	2,650 87	3,024 25	3,179 45
1,970 00	1,900 00	2,650 00	2,350 00	1,000 00	2,115 00	2,290 00	2,500 00	2,785 00	2,785 00
11,000 00	373,949 00	1,800 00	461,372 00	561,153 00	1,800 00	1,100 00	680,322 00	1,114,222 00	1,354,361 00
							200 34	1,000 00	3,163 63
							886 80	1,000 00	599 28
6,312	6,024	5,175	3,764	4,733	4,804	6,188	6,621	10,317	11,104
7,114	7,028	7,000	6,825	7,653	7,128	8,737	6,523	10,883	10,151
11	155	10	133	11	164	173	120	100	321
112	81	10	514	539	107	698	1,635	2,612	3,880
10,111 45-100	46,575 76-100	53,265 15-100	53,650	53,219 75-100	50,731 88-100	53,688 81-100	49,780 93-100	47,839 57-100	59,975 37-100
244	100	100	330	100	112	330	277	301	100
8,298	58,917	8,298	31,580	31,334	30,193	30,610	33,423	94,375	111,170
									71,424

## THE P. H. &amp; N. W. R. R. DEPOT

The building of the depot of the P. H. & N. W. R. R. Co. was begun August 20, 1881, under the superintendence of James O'Sullivan. The size of the building is 32x150 feet and two stories high with cupola. A fourteen foot platform runs all around it on the ground level, and a balcony six and a half feet wide runs the full length on both sides at the second floor. The framework is very strong, surmounted by a truss roof secured with iron. The projection of the roof on each side is wide enough to shade the balcony, and is supported by strong brackets, sixty-six in number. There are upward of one hundred windows, including a bay window from the roof down on the riverside. There are nineteen outside doors, nine of them double doors. The sides of the building are tightly sheeted with lumber; against this is felt paper lining, and then the siding. Inside the finish is of cherry and ash. On the lower floor are a ladies' waiting room, a gentlemen's waiting room, and a dining room, each 22x31 feet in size; also eleven other rooms of various sizes, including ticket office, baggage room, train dispatcher's room and a kitchen. Above them are sixteen rooms, beside halls, all for the uses of the officers of the road.

In the north end, a brick vault extends from the ground to the roof. It is 8x16 feet in size, and has two one foot walls all around, with an air space between them, making it certainly fire proof. The structure is heated by steam and lighted by gas made in the building. The boiler room is brick, 16x24 feet in size, with cement floor. The gas pipes are being put in now. The cupola is 8x16 feet in size, and rises from the roof twelve feet. The whole building rests firmly on spiles that were driven into the ground ten feet. The cost will reach \$10,000.

A short distance south of this building is the new freight house, 24x150 feet in size, 14 foot posts. A platform extends all the way around it, and there is an office fitted up in the north end.

The Chicago & Grand Trunk depot is farther south.

## THE IRON BRIDGE

One of the very important improvements made by the narrow gauge company was the building of the neat looking, strong, iron bridge near the mouth of Black River. The wood work was done by James Sullivan, for the company, and the iron work by the Smith Bridge Company of Toledo. It rests upon spiles driven by Daniel Rumrills, and has 144 feet of a span, besides about 250 feet of trestle work approaches.



The iron bridge across Black River, thirteen miles above its mouth, is one of the largest pieces of bridge architecture in Michigan. Its construction is due to the enterprise of the P. H. & N. W. R. R. Company.

The Military street and that known as Seventh street bridges, are both swing bridges, similar in construction to those in use at Chicago.

#### TELEPHONE EXCHANGE

The first magnetic telephone line put in operation in Port Huron was that between the office of Fraser & Fish and the office of the Register of Deeds. About the same time a line was established connecting the residence of Mr. C. B. Peck, manager of the N. W. G. T., with his office, and with the office of the train dispatcher at the depot. McMoran & Co. also had an "acoustic" telephone line in operation between their mill at the mouth of Black River and their store in the Opera House Block, during the spring and summer of 1879. None of these lines were of public importance, and no general interest was awakened in the subject.

In September, 1879, the manager of the *Times* determined to make an effort to secure the establishment of an exchange in Port Huron, and after some correspondence with Mr. W. A. Jackson, Manager of the Telephone and Telegraph Construction Company, of Detroit, which holds all telephone franchises for Michigan, secured the promise that Port Huron should be the next place in Michigan to have an exchange, if fifty subscribers could be obtained. The canvass for subscribers was commenced about a month later, and the project has been completely successful.

The system of telephone exchange is an enterprise that is destined to grow in importance and extent until every business house, scores and hundreds of private houses, and every village and city in the State, if not in the whole country, are brought into immediate speaking connection with every other. The whole thing is so wonderful, so marvelous, so far, indeed, beyond what any of us would have believed possible ten years ago, that it is difficult even now to realize it fully. And yet it is an established fact, and a fact that goes beyond a scientific wonder and becomes of the greatest practical utility.

#### SOCIETIES

The schools and churches of the city are fine monuments to the educational and religious earnestness of the people. The Congregational, Catholic, Methodist and Baptist Church edifices are substantially built after varied architectural designs. The Huron House, Opera House, and many of the business blocks display both enterprise and taste on the part of their builders. The homes of the principal citizens are marvels of refined architecture, while those of the citizens generally show good taste in building style as well as in the order of the grounds surrounding them.

The secret and benevolent societies comprise the Commandery, K. T.; Pine Grove Lodge and Port Huron Lodge, F. & A. M.; Odd Fellows; Templars of Temperance; Diamond Tent, K. O. T. M.; Integrity Lodge, K. of T.; Temple Lodge, A. O. U. W.; Hope Council, R. A.; St. Patrick's Society, and Huron Lodge, A. P. A. The Literary Associations are the Ladies' Library, the Shakespearian, Lotus Club, and Literary or Debating Society. The military order is represented by a Company of State troops, known as the Port Huron Guards; the medical by the Society of Physicians and Surgeons; the law by the St. Clair Bar Association; the press by two daily papers and four weekly journals; trade, by a large number of enterprising merchants, and banking by three solid money houses. The religious and educational interests are ably represented.

#### THE PORT HURON RELIEF COMMITTEE.

The remarkable and conciliating dispatch exercised by the people of St. Clair County to relieve their northern neighbors during the terrible forest conflagration of 1881 cannot be overestimated. The moment the telegraph wires flashed the astounding news, the people of this county—the people of the two cities in particular—went forward to the rescue. A telegram, of which the following is a copy, was transmitted to Gov. Jerome, then at Marquette:

September 12, 1881. *The Gen. David H. Jerome, May, 26, 1840.* Public opinion is unanimous that you should forthwith suggest an appeal to the whole country for relief to the sufferers. Averts are now in the burnt regions collecting statistics as to the loss of life and property and needs of the people. One million dollars is required by good judges to carry the sufferers through. We have thoroughly organized for systematic relief, and Port Huron can reach the destitute better and quicker than any other point. Don't delay.

O. D. CONGER,

W. L. BANCROFT.

The executive ability of the people had even then accomplished much. An organization was a reality, and to this organization is due the steady, well-ordered relief which poured into the fire-stricken country, ridding the calamity of half its horrors and restoring the unfortunate settlers from the starvation which threatened them.

This Relief Committee labored earnestly and well. All efforts were practical, and judicious, good men were employed, and thus the noble cause of charity was made still more noble by the manner in which it was observed.

On the 27th of May, the Port Huron Executive Committee for Relief instructed their chairman to appoint a special committee of six, three of whom should not be members of the Executive Committee, to examine its books and vouchers. This special committee appointed a sub-committee, consisting of Rev. Sidney Beckwith, Judge Nahum E. Thomas and Judge Edward W. Harris, to do the work. The report of the sub-committee was submitted by the special committee as their report to the Executive Committee, and was in substance as follows: "Our careful and extended examination satisfies us that every dollar received by the Relief Committee has been fairly and honestly accounted for."

The cash subscriptions amounted to \$196,327.93, and the value of goods donated was estimated at \$269,327.87, the aggregate of money and goods thus being \$465,655.80.

#### THE CONGREGATIONAL CHURCH.

A meeting was held at the Presbyterian meeting house at Port Huron, May 8, 1840, to organize a Presbyterian or Congregational society. Rev. O. C. Thompson, at that time laboring in the Gospel ministry throughout St. Clair, Macomb and Oakland, presided. The original applicants for membership were Edgar Jenkins, Mary Jenkins, Judith Rice, M. D. Allen, L. Thompson, Gen. Duthon Northrup, Pamela Northrup, Ruth Rice, William Baird and Pamela Rice. An adjourned meeting was held at the schoolhouse May 15, 1840, when Elizabeth Drum, Abigail Beebe, Margaret Martin and Ann Townsend applied for admission as members. A third meeting was held May 16, 1840, when Lucian Howe, Ruth Miller, Sarah Smith, Sarah R. F. Miller, Salome D. Clark and Julia Eleanor Scott were admitted to membership.

On May 15, Dr. Justin Rice and Gen. D. Northrup were elected Elders, and Dr. Rice, Deacon. On May 16, Gen. Northrup was elected Clerk.

Rev. O. C. Thompson says of this organization: "There was no church nearer than St. Clair at that time. I speak advisedly on this point. I say, positively, this was the first; and there was no other for more than a year after this."

From 1840 to 1858, there was no installation of pastors.

Rev. Orin C. Thompson, the first teacher and organizer, was also the first pastor. The congregation assembled regularly on the Sabbath, and, in addition to the charter members, the names of L. M. Mason, Ira Porter and Dr. Noble, Maj. Gardner, Mrs. Gardner, Lieut. Drum, Sergt. Townsend, Sutler Jenkins, of the garrison at Fort Gratiot, with their wives, were regular attendants. In 1840, Mr. Thompson brought his family to Port Huron, and during the year held morning, afternoon, and sometimes evening services. After some time, the afternoon service at Port Huron was discontinued, owing to the fact that the pastor established a Sabbath service at Wadham's Mill. Again, he preached at Sarnia, and may be called the organizer of the Presbyterian Society at that point.

During his labors at Port Huron, twenty-three members were added to the congregation, seven were dismissed, and one died. Eighteen children were baptized by him from the beginning of his ministry here until its close, May 17, 1843.

Rev. Peter Boughton arrived in January 1, 1844, and continued his labors here until Oc-

tober, 1850. During his administration, thirty five members united by letter, and seventeen on profession.

Rev. J. H. Benton served the church from October, 1851, to October, 1853. During the two years of his ministry, fifteen members united by letter, and three on profession.

Rev. William P. Wastell was pastor from October, 1853, to October 21, 1855. At that time, their house of worship was on Butler street. Thirteen members united by letter, or on profession.

From the close of Mr. Wastell's ministry to December, 1856, the pulpit was filled by Rev. Jesse Gurney, Rev. Newton, Rev. Charles Kellogg, Rev. Elkanah Whitney, Rev. L. B. Fifield and Rev. Mr. Cheever.

Rev. Sylvanus M. Judson served the church from December, 1856, to December, 1857. After he left Port Huron, during the winter of 1857-58, the church was closed; yet the Sunday school and prayer meetings were sustained. The church and society found a temporary home with the Methodist Episcopal Church, and both societies shared in the revival meetings of that period.

Rev. James S. Hoyt, D. D., a graduate of Yale in 1851, and of the Union Theological Seminary in 1858, was ordained at Stamford, Conn., May 25, 1858, and began his eighteen years' term of Gospel work at Port Huron June 1, same year. His engagement for this district was due to the fact that Dr. C. M. Stockwell wrote to an acquaintance at Binghampton, N. Y., regarding a suitable pastor for the church at this point. Inquiry reached Mr. Hoyt, together with a letter from the trustees at Port Huron, March 11, 1858. The student searched the map in vain for Port Huron, but succeeded in learning from a Michigan student that the village was "somewhere north of Detroit, and one of the *hardest places* in Michigan." Not deterred by this representation, he agreed to supply the pulpit April 11 and 18, on condition that his expenses should be paid. The society acceded to this proposition, and Mr. Hoyt preached to the people on the days named. April 16, 1858, the society met, and voted that the church and society give him a call to supply the pulpit for one year in consideration of \$800 salary. On April 26, this call was accepted by Mr. Hoyt, who at once returned to the seminary to graduate, graduated, married Miss Martha A. Osborn, ordained, and arrived at Port Huron, to assume the pastorate of the church, June 6, 1858. October 22, 1858, the society tendered him a unanimous call. This call was accepted December 8, 1858, and on the same day Mr. Hoyt was installed by the Council of the district churches then assembled at Port Huron.

Rev. Mr. Hoyt tendered his resignation of the charge, January 2, 1876, to take effect May 31, 1876, the closing day of his eighteen years of service.

Rev. A. Hastings Ross entered on the duties of his office the day following the retirement of Dr. Hoyt. Mr. Ross is a native of Winchendon, Mass., a graduate of Oberlin, Ohio, 1857, and of Andover Theological Seminary, 1860, taking a full course of study in each of these institutions.

He preached before the church, March 12 and 19, 1876. A call was extended to him March 31, 1876, and on January 4, 1877, he was installed pastor by an Ecclesiastical Council convened for the purpose. Revs. Minor W. Fairfield, W. H. A. Claris, Ward L. Hunt and W. P. Russell participated in the ceremony of installation.

The church may be said to be inaugurated at Port Huron in October, 1839, when the American Home Missionary Society sent agents into the village and neighborhood. During the ten years succeeding, that society expended \$1,250 on this mission, to which must be added \$300 subscribed for building a hall and enlarging the meeting house. July 29, 1853, the church adopted the present articles, except No. VI, setting aside the articles adopted at organization.

The first Ladies' Sewing Circle in connection with the church was organized under Mrs. Boughton in 1847 or 1848.

The worship of praise was, from the beginning, a volunteer choir, under the direction of Martin S. Gillett and Mrs. Elizabeth Gillett.

The instrumental accompaniment was a boxwood flute, played by Dr. Noble. During his



absence, John Miller performed on a black flute with silver keys. Subsequently, an accordion and a bass-viol were introduced, with Messrs. Forbes and David Bryce musicians. Watts' and Select Hymns were sung from 1840 to 1843, when the Church Psalmist was substituted. All this old-time music has given place to a regularly organized choir of talented musicians.

The Congregational Sunday School was organized in October, 1838. Meetings were held in a hall, which was destroyed by fire. The Sunday school, as now organized, has a useful library and rooms in the new church building. The gift of 275 books from Rev. Dr. Savage, Chicago, and of \$3,000 from the late Mrs. Sweetzer, aided much in improving the society.

The Ecclesiastical society was organized March 27, 1843, under the title of The First Congregational Society of Port Huron. Gen. D. Northrup, Amasa Bottsford, Martin S. Gillett, E. B. Clark, John Miller, were elected Trustees. Newell Avery, John P. and Peter Sanborn presented a 2,031 pound bell to the society on the completion of the new church.

The salary paid each pastor, in early times, was \$500 to Rev. O. C. Thompson; \$600 to Mr. Wastell the first year, and \$700 the second; \$800 to Rev. S. M. Judson. When it is remembered that the County Judge received only \$400, the County Clerk \$250, the County Treasurer, \$500, and the Prosecuting Attorney \$300, the salaries paid to these early pastors seem large.

The church built in 1838 by Justin Rice, Alanson Shelley, and others. In 1844, Maj. Thorne offered a site for a Congregational Church, provided the society should locate it on the corner of Fort and Butler streets. The proposition was accepted, and the building moved to the southwest corner of the streets named. The church was lengthened, a belfry erected in 1844, and the first church bell introduced into Port Huron placed therein. This was the house of worship until December 25, 1859, when the congregation took possession of the brick church building. The German English School Association purchased it and used it until 1870. Subsequently it was used for business purposes until burned in 1878.

In 1856, the site on which the Congregational Church building now stands was located, and purchased February 14, 1857, at a time when that vicinity was minus any improvement. In April, 1859, ground was broken for the building, and on January 4, 1860, the building was dedicated. Regular worship began therein on January 7. In 1868, a new roof was placed on the building, which was re-dedicated October 11 of that year. The edifice cost \$18,500. The parsonage was built in 1865-67, at a cost of \$5,000.

Among the members of the congregation who served in the war of the Union were C. M. Stockwell, M. D., Surgeon Twenty-seventh Michigan Infantry; James Allen, Assistant Surgeon; Edward C. Avery, Third Michigan Infantry; Samuel B. Carl, Lieutenant Second and Seventh Michigan Cavalry; James Eckels, Seventh Michigan Cavalry (died in service April 28, 1862); H. P. Holland, Third Michigan Infantry; John Sackett, Twenty-second Michigan Infantry (died December 30, 1862); Lieut. William Thompson, Third Michigan Infantry; Eben W. Beach, Seventh Michigan Cavalry; and Lieut. William J. Mulford, Third Michigan Cavalry.

The associations connected with the church are flourishing. They are, the Ladies' Aid Society, the Woman's Missionary Society, the Ecclesiastical Society, the Sunday school and the Choir.

It is said that this church society is one of the best governed and most influential in the State.

The pastors of the church since 1840 are named as follows. Rev. O. C. Thompson, 1840-43; Rev. Peter Boughton, 1844-50; Rev. J. H. Benton, 1851-53; Rev. W. P. Wastell, 1853-55; Rev. S. M. Judson, 1856-57; Rev. J. S. Hoyt, D. D., 1858-76; Rev. A. H. Ross, 1876-82.

The Ruling Elders were Justin Rice, M. D., Gen. D. Northrup, Edwin Thompson.

Deacons—Justin Rice, E. Thompson, Nelson George, D. Northrup, W. R. Mulford, Allen Fish, Jr., Perley Morse, Joel Whipple, Enoch Carver, Christian G. Meisel and John McKeand. Clerks—Gen. D. Northrup, M. S. Gillett, George Barrett, J. S. Hoyt, F. A. Fish, A. H. Fish, John McKeand.

Treasurers—John Miller, 1850; Allen Fish, 1858-82; Gottlieb C. Meisel and Dr. H. R. Mills.

Leaders of the Choir—M. S. Gillett, Perley Morse and Nicholas Cawthorne.

Society Clerks—Gen. Northrup, E. B. Clark, S. A. Jones, W. T. Mitchell, W. R. Mulford, W. L. Bancroft, S. A. Jones, Edwin Thompson, John Miller, Laban Tucker, John Johnston and C. M. Stockwell.

The Sunday School Superintendents were—Allanson Shelley, 1838; N. D. Horton, 1839; Justin Rice, 1840; Nelson George, Eben W. Beach, Laban Tucker, Allen Fish, B. C. Farrand, 1855-66 and 1860-63; John Johnston, Perley Morse, E. A. Fish, W. J. Mulford, George Barrett, Gottlieb C. Meisel, Justin R. Wastell, E. V. W. Brokaw and H. W. Chester.

#### THE BAPTIST CHURCH.

The first meeting to organize the Baptist Society of Port Huron was held at the residence of John Lewis, December 5, 1859. Articles of association were signed, and John Lewis, John Howard, J. J. Searritt, J. B. Hull and C. Ames were elected Trustees. Religious services were held from that time, but it was not until 1861 that steps were taken to erect a house of worship. Not much was accomplished until 1862, when Rev. C. R. Nichols came to the city. Through his endeavors, a subscription of \$2,300 was made, and he gave encouragement to the work by becoming the first pastor, the Ladies' Society becoming responsible for his salary, \$550 for a year. Lots on Superior street, between Butler and Broad, were given to the society by Messrs. Lewis, Shelley and Ames, on which to build a church. M. E. Dodge became contractor to build the church for \$2,600, but this did not include finishing or furnishing.

A Sabbath school was organized, beginning with fourteen scholars, but rapidly increasing in numbers each Sunday. Church services and Sabbath school were held in the old Congregational Church on Butler street, until December, 1862, when they moved into the basement rooms of their new house, which they occupied for one year. The audience room above was finished and carpeted in December 1863.

Up to September, 1863, only a Baptist Society had been organized, so at this time the following named persons, who were baptized, met and organized themselves into a regular Baptist Church:

Rev. C. R. Nichols, Pastor; F. E. Manley, Clerk; William H. Sanborn, James Gleason, Michael Dove, Mrs. Nancy Howard, Mrs. P. E. Nichols, Mrs. Harriet Hubbard, Mrs. Sarah Ford, Mrs. Sophronia Lewis, Mrs. Catherine McIntyre, Mrs. Anna M. Manley, Miss Julia Wilson, Miss Margaret Gardner, Miss Juliette Petit.

On October 4, 1863, the church observed the ordinance of the Lord's Supper for the first time. The church being organized and the house of worship finished, a council of Baptist Churches was called, and the church recognized, and the house dedicated on the 8th of December, 1863.

Rev. A. E. Mather preached the sermon. The address to the church was delivered by Rev. J. C. Baker, of Romeo, and the "Right Hand of Fellowship" extended by Rev. E. Curtiss, of Kalamazoo.

The first baptism took place April 1, 1864, when Mrs. Henry Howard and Miss Sarah Howard were buried beneath the baptismal wave. In May following, the pastor, Rev. C. R. Nichols, resigned, having acted as pastor, and completed the erection of the church edifice and rendered invaluable services which will never be forgotten.

In 1864, about the 1st of June, the Rev. J. Donnelly, Jr., was called, and accepted the pastorate at a salary of \$750. At this time the church numbered twenty-nine members.

From this day of small things the church has prospered and increased in membership. In September, 1866, a bell was bought for \$700, and in 1868, a parsonage was purchased of E. M. Carrington for \$4,000. The church edifice had also been enlarged and repaired, making the whole amount expended for church property to May, 1868, about \$12,000. The membership at this time was about 150. Rev. J. Donnelly resigned his long and successful pastorate of nine years in 1873, leaving a membership of 186 and a Sabbath school numbering 206.

The church had no regular pastor during the remainder of 1873, but the pulpit was supplied by various ministers of the denomination. During the last three months, Rev. John Matthews, of Detroit, supplied acceptably while the church was waiting for the arrival of Rev.

Alexander Macfarlane, who had accepted a call to be pastor. He entered upon the duties of the pastorate January 1, 1874, and a revival interest was immediately awakened under his preaching, and an increase of about sixty to the membership was obtained. Other additions were made each following year. The church was very prosperous during his whole pastorate of three years, baptism being administered to sixty-eight candidates, and thirty-nine received by letter and on experience.

Mr. Macfarlane, having received a call to the Hanson Place Baptist Church of Brooklyn, N. Y., resigned his pastorate here, to take effect December 31, 1876. His resignation was sorrowfully accepted, and the church was once more without an under shepherd.

After various candidates had supplied the pulpit, a call was extended to Rev. D. Baldwin, of Strathroy, Ont., who entered on the pastorate June 1, 1877. During Mr. Baldwin's service, the church edifice was burned. It was on Sunday, January 12, 1879, a sharp, cold day in midwinter, after the people had returned to their homes from morning service and Sunday school, and after announcements had been made that the coming week would be devoted to revival services, that the sharp clanging of the fire bells brought all to the fact that the Baptist Church was in flames, and was soon lying in a heap of blackened ruins. Since then, the church has held its services in Red Ribbon Hall, until the resignation of its pastor, February 1, 1880. Mr. Baldwin labored faithfully through many trying circumstances, and severed his relation with the church with many expressions of regret from the members.

Steps were taken to procure suitable lots, and a plan for a new house of worship was made. A committee was appointed, and after some delay the lots on the corner of West Butler and Ontario streets were purchased for \$1,500, of Dr. Hartsuff, of Detroit, and the contract let to J. Spalding to construct a brick church on the lots according to a plan agreed upon, for about \$11,000, some necessary changes, together with heating apparatus and furnishing, bringing the entire cost to about \$14,000.

Thursday, the 15th of July, 1880, the ceremony of laying the corner-stone of the new Baptist Church, on the corner of Butler and Ontario streets, was performed. About 250 people gathered to watch the ceremonies, and disposed themselves about the speaker's stand, which had been erected at the southeast corner of the edifice, and in the center of which the corner-stone, bearing the figures 1880, hung suspended. The platform was occupied by the Revs. Alexander Macfarlane, H. S. White, T. W. Monteith, A. H. Ross, Rev. Mr. Johnson, from Sarnia, the Rev. J. McDonald from Brigidon, Ont., and the choir, for whose benefit a small organ had also been placed on the stand. The exercises were opened with music by the choir, which was followed with prayer by the Rev. A. H. Ross, after which came the reading of the Scriptures by the Rev. Mr. Johnson, of Sarnia. Another selection was then rendered by the choir, at the conclusion of which the Rev. Alexander Macfarlane took the stand and delivered the address.

Dr. A. A. Whitney then read a list of the articles to be deposited in the corner-stone, which included a manual and list of membership of the church, short histories of the various societies connected therewith, a copy of the Sabbath School record, copies of the *Daily Times* and *Journal*, and some specimens of coin. These were put in a tin casket, sealed, and placed in the excavation in the stone covered by the corner stone, which was then placed in position.

The church is built in the English Gothic style of red brick, with basement and ground floor, presenting an enduring and solid, as well as a handsome and truly proportioned exterior. George Wardell, of Grand Rapids, was the architect. There are four entrances, the main one being at the southeast corner. The projection at this corner forms the vestibule. The area of the audience room is 60x52 feet, with an inclined floor. The wood work is of oak and cherry, finely polished. A graceful arched alcove forms the choir, in front of which is the pulpit. On either side of the choir is an ante-room, connecting with smaller vestibules that compose the south and west entrances to the church. The baptistry is so arranged that two diagonal sections of the choir floor and railing and the whole of the pulpit floor swing back on hinges, disclosing steps leading down from the ante-rooms to the zinc-lined basin. Pipes for conducting hot and cold water to the basin have been placed. The ingrain carpeting, of which 400 yards were used, was purchased of G. R. Shatto. The room contains 365 comfortable chairs, with iron frames and maroon plush upholstery. They were furnished by A. H. Andrews, Chicago.



The windows present silent sermons, in their symbolical flowers and designs, and glowing poems are revealed in their harmonious forms and colors. Few external objects could have a tendency to develop veneration and spirituality more fully than this appeal to the æsthetic perception—sunlight streaming through stained glass, filling the room with a soft radiance, and here and there visible patches of rainbows. The most matter-of-fact could not fail to be impressed by the wondrous effects of these blending, shifting colors in a place of divine worship. The large south window, presented by the Young People's Society, represents at the top a dove, a lily and a sheaf. The east window was presented by Messrs. Albert Dixon and S. L. Boyce. This is covered over with conventional designs of typical flowers and emblems. The long, narrow window back of the choir is a delightful place to rest the eyes; not that the others are tiresome, but because the varied tints of green, and the semi-transparencies, remind one of green pastures and living waters. The glass came from the firm of Fredericck & Staffen, Detroit. The buttresses are gracefully formed to support the vaulted ceiling, all of which await frescoing at some future time. The chandelier, from Mitchell, Vance & Co., New York, has thirty-six gas jets in a circle and an opal glass reflector. Three large arched doors on the north side, sliding upward, disclose the lecture rooms, 47x25 feet, neatly furnished with matting, plain chairs and the belongings of the Sunday school. The numerous windows here are also very tasty. To the east side of this is the infant room, 22x16 feet, connected by large sliding windows. It is pleasant to observe that, in the new arrangement, the little ones have been remembered with new chairs suited to their size. In the basement is an airy kitchen, with the necessary furniture, and back of this the furnace which heats the last two upper rooms described. A boiler has been ordered, to heat the audience room by steam. A dumb waiter works between the kitchen and upper story, as a convenience for church socials and festivals. The infant and Sunday school rooms open into a hall, through which is the east entrance from the street. From this hall, a noiseless double door on reversible hinges connects with the main part of the church. It is a noticeable fact, that throughout the church there is no attempt at superfluous ornamentation; there is a happy combination of beauty.

The dedicatory service was opened May 21, 1882, by the choir singing "Praise God, from whom all blessings flow," followed by a prayer by the pastor and the reading of a psalm, singing of an anthem by the choir, a Scripture lesson by Rev. John Donnelly, of Coldwater, and a prayer by Rev. D. Baldwin, of Mason. The choir and congregation then sang the hymn, "In the cross of Christ I glory," after which Rev. L. Kirtley, of Jackson, preached an excellent sermon; his text being a portion of the twenty first verse of the first chapter of the first epistle to the Corinthians—"It pleased God, by the foolishness of preaching, to save them that believed." A quartette was then sung, and the pastor announced that one of the practical parts of the service and been reached—the raising of money. Mr. Harris then read the following financial statement, after which contributions were received:

EXPENDITURES.	
Site.....	\$ 1,550
Building.....	16,619
Furnishings.....	4,495
Total.....	\$22,664
RECEIPTS.	
Insurance on old building.....	\$ 4,000
Land sales.....	1,140
Subscriptions.....	7,814
Mortgage.....	5,000
Note.....	600
Total.....	\$18,554
Balance.....	\$ 4,110
AMOUNT OF INDEBTEDNESS.	
Mortgage.....	\$ 5,000
Note.....	600
Floating.....	4,110
Total.....	\$ 9,710



*W. H. Meisel*



*W. H. Meisel*





The congregation responded liberally, and in a short time \$3,300 was contributed. The dedicatory prayer was also to have been made at this service, but owing to the late hour it was deferred until the evening. The service concluded by the choir singing one verse of the hymn "Coronation," and the pronouncing of the benediction.

The afternoon service commenced at 3 o'clock by the choir singing an anthem. Rev. J. Grinnell, Jr., of Detroit, then read a psalm, Rev. L. Kirtley, of Jackson, offered a prayer, and the choir and congregation sung "Guide me, O Thou Great Jehovah." Rev. John Donnelly, of Coldwater, then delivered an address. He was pastor of the Baptist Church for nine years and four months. He preached his first sermon in the old church eighteen years ago next Sunday. When he first came here, in 1864, the membership of the church numbered 26 persons, 18 being women. The first winter, nine or ten converts were received, and during his pastorate about 200 were added. The speaker referred to the noble women who helped to bear the burdens of the church, and credited them with being the foundation stones. The five trustees who were then in office also received much praise. They labored under the most adverse circumstances, but always met the church's obligations in good spirit. All the work done in the old church would not be known until the resurrection morn. Rev. D. Baldwin, of Mason, also made a brief address. He was pastor here when the old church was burned, and well remembered the 12th of January, 1879, the Sunday the church was laid in ruins. It was at a time when Port Huron's business men were passing through one of the darkest financial periods that they ever experienced. When the church was destroyed, the congregation were rejoicing in a revival season, and their joys were mingled with sadness when they found they were without a house of worship, but they soon regained their faith and resolved upon doing more work. Remarks were also made by Rev. T. W. Monteith and Rev. Thomas Stalker and Rev. Mr. McAaron, of Brockway. A quartette was then sung, after which subscriptions to the amount of \$200 were received. The services closed by the congregation singing, "O, could I speak Thy matchless Word," and a prayer.

The evening service was probably the most interesting, as it chronicled the raising of the balance of the \$5,000. The service commenced by the choir singing an anthem followed by the reading of a Scripture lesson by Rev. A. H. Ross, a prayer by Rev. T. W. Monteith, and the singing of the hymn, "Bow Thine Ear, Thou Eternal One." Rev. Z. Grinnell, Jr., of Detroit, then delivered a fine discourse, his text being the fourth verse of the twenty-seventh Psalm. Rev. Mr. Harris then announced that there remained only \$1,500 to be raised, and, as already stated, the amount was soon secured. The dedicatory prayer was then made by Rev. John Donnelly, it being a fervent plea that the church would be accepted by God, and that He would pour down untold blessings upon the pastor and congregation.

#### THE CATHOLIC CHURCH.

As early as 1786 we can find traces of Catholic missionaries who visited the Ojibwés of the Sinclair River in the neighborhood of Black River. Over a century before 1786, about 1670-71, the two Sulpitians—Dollier and Galrice—visited the Indian villages along the river, and are supposed to have made a stay at the Champlain mission at the head of the River St. Clair, opposite Fort Gratiot. From this period until 1780, little is known of the Catholic Church of St. Clair. The father of the late Nelson Roberts, who passed this way about the year 1786 en route to Red River, reported on his return to Montreal, that he had seen a priest with the Indians at Black River. After the war of 1812, the visits of the missionary fathers to this district became more regular. In 1817, about twelve Catholic families moved northward from Swan Creek and located along the north bank of Black River. A reference to the chapter on French Settlement, or to the assessment roll of the county in 1821, will show the names of these early immigrants. Rev. Father Badin visited the settlement that year, when the mass was celebrated at the house of of Louis Tremble. In 1820, the Rev. Besrinquet arrived from Quebec, and the same year erected a little church on Walpole Island at French Settlement. This priest visited the Black River mission in 1820 or 1821, when he made a stay at Louis Tremble's house; celebrated the services of the church, baptized children, and performed a few marriage ceremonies. This priest left for Lake Superior, where he became a great Indian missionary.

Rev. Father Sagelle came in 1825, and made regular visits to the mission stations at la Reviere aux Pins (St. Clair City); la Belle Reviere (Marine City); la Reviere aux Cignes (New Baltimore), making his home at the house of Louis Tremble. Rev. Gabriel Richard visited all these missionary stations before the coming of Father Sagelle.

Rev. Andrew Vizoiski, subsequently the venerable pastor of Grand Rapids, was appointed missionary to St. Clair in 1833. With the aid of the United States soldiers at Fort Gratiot, and the Catholics of the county, he built a log church in Cottrellville Township, two miles below Marine City; but the building and the ground on which it stood were washed away by the waters of the St. Clair. The parish registers, now in the archives of the St. Clair Church, bear testimony to his frequent visits to this portion of Michigan.

Rev. Frederic Baraga came to Cottrellville toward the close of 1834, with the intention of making St. Clair County his home, but finding the mission too limited for his apostolic zeal, he moved to Lake Superior in 1836, where he labored for many years, and where he was consecrated Bishop of Sault de Ste. Marie in 1853.

From 1836 to 1850, the priests who visited the missions of St. Clair were Revs. Bauwen, Scalmon, Van Campenhout, Kendeckins, and Van Rentregban. Rev. Lawrence Kilroy, formerly assistant priest at Grand Rapids, was appointed first resident pastor by Bishop Lefevre in 1850. He made his home at Vicksburg or Marysville, where he lived three years in the home of James Fisher. He visited Port Huron, St. Clair, Marine City, and the country missions, and must be considered the organizer of the various Catholic congregations now existing in the county. In 1852, he completed the frame church at Marine City, in 1853 he built the frame house of worship at St. Clair, and made the village his home until 1857, when he came to reside at Port Huron. Here he purchased the old Methodist Church for \$300, which was used as a Catholic Church until 1858, when the present church building was dedicated. This building was on the angle formed by Water street and Lapeer avenue. He erected church buildings in Columbus, Burchville, and Kenoskee, and in 1867 was assigned the missions of Columbus and Kenoskee, which he now administers. Rev. Lawrence Kilroy was born at Tisarn, Ireland, in 1815. He arrived at Detroit in 1834, and received minor orders from Bishop Raser, in 1839. He was ordained priest by Bishop Lafevre March 26, 1842, and was appointed pastor of Trinity Church, Detroit. He was assistant pastor of St. Andrew's Parish, Grand Rapids, from December 23, 1847, to January, 1850, when he entered upon the labors of his ministry in St. Clair County.

Rev. John Reichenbach was born at Connor's Creek, Detroit, in 1840, was ordered to Malines, Belgium, December 23, 1865; and the following year was appointed pastor of the church at St. Clair.

Rev. Edward E. Van Lauwe was born at Ghent, Belgium, October 13, 1836; studied at St. Barbe, at the American college of Louvain, under Rev. P. Kendeckins, and at the University of Louvain. He was ordained July 26, 1862, came to Detroit the same year, and six years later was appointed pastor of Port Huron.

The corner stone of St. Stephen's Church, of Port Huron, was laid by Rev. Lawrence Kilroy in 1865, and the foundations completed by him the same year. Work on the building ceased until May 1, 1868, when Rev. Edward Van Lauwe, placed the first brick on the foundation walls. On November 22, 1868, the last brick was placed, and within a month the building was dedicated (December 17, 1868), under the patronage of St. Stephen, the first Martyr. The building is plain Gothic, of red brick with green stone facings; 119 feet in length, 57 in width, and 40 feet in height from floor to ceiling. The central tower is completed; but the spire designed to surmount this tower, and bring its altitude to 150 feet, has not yet been undertaken. The entire cost of this church edifice is estimated at \$30,000.

The parsonage was built under direction of Rev. Edward Van Lauwe in 1869-70 at a cost of \$4,400.

The school building of St. Stephen's was commenced October 2, 1879, a sketch of which is given in the school history of Port Huron.

The Catholic congregations of this county, in 1875, numbered as follows: Port Huron, 1,800; St. Clair, 1,200; Marine City, 1,000; Kenoskee and Columbus, 1,500; Burtchville, 100, and Marysville, 150.

## GRACE EPISCOPAL CHURCH.

This church was organized in 1849, by Rev. Charles Reighley, D. D. The first church edifice was erected in 1854. Rev. Sebastian Hough came in 1842; Rev. Charles Reighley returned in 1843; Rev. P. D. Spalding came in 1845; Rev. George B. Eagle in 1850; Rev. Joseph Phelps in 1859; Rev. H. Banwell in 1861; Rev. William Stowe, in 1865; Rev. A. M. Lewis. In 1879, Rev. Sidney Beckwith, the present pastor, took charge. H. L. Stevens and F. L. Wells, Wardens; Albert E. Stevenson, Lay Reader. Number of communicants, 220. The following report to the convention in 1882 shows the condition of the church and society.

Baptized—Infants .....	17
Adults .....	7
Total .....	24
Confirmed .....	16
Communicants—Last report .....	220
Admitted to the parish .....	12
Received from other parish .....	27
Total added .....	39
Discontinued .....	3
Removed from the parish .....	1
Total loss .....	4
Present number .....	220
Marriages .....	15
Burials .....	16
Public services—Sundays .....	904
Holy days .....	4
Other days .....	50
Total .....	1064
Holy communion—Sundays .....	67
Holy days .....	4
Private .....	4
Total .....	75
Consecration—Families .....	175
Individuals not included in families .....	15
Sunday School—Teachers and Lecturers .....	31
Scholars .....	300
Sunday School Library—Volumes .....	400

## PAROCHIAL ORGANIZATIONS—CHURCH AID SOCIETY—HELPING HAND SOCIETY.

Communications not otherwise reported .....	\$ 57 00
Rector's salary .....	1,400 00
Music .....	230 00
Other current expenses .....	200 00
Rectory or improvement thereon .....	60 00
Indebtedness on church property .....	411 87
Total for parochial purposes .....	\$ 2,358 87
Diocesan missions .....	65 00
Convention assessment .....	12 00
Christmas fund .....	12 00
Church building in the Diocese .....	25 00
Relief of sufferers by fire .....	500 00
Total for Diocesan purposes .....	\$ 614 00
Domestic missions .....	16 00
Foreign missions .....	15 00
Mission to the Jews .....	3 81
Total for general purposes .....	34 81
By the Sunday school for its own purposes .....	196 00
Total of contributions and offerings .....	\$ 2,963 68



Sources of above—Offertory.....	694 31
Pew rents.....	1,168 97
Subscriptions, gifts, pledges, etc.....	935 40
From parochial societies.....	135 00
Value of church property—Chapel.....	4,000 00
Church lot.....	2,500 00
Rectory and lot.....	3,500 00
Total value of property.....	\$10,000 00
Salary pledged to the Rector, \$1,100. Number of sittings in the church, 250—rented.	
Indebtedness—On church property, \$500.	

## METHODIST EPISCOPAL CHURCH.

The following historical notice of the Methodist Episcopal Church of Port Huron was written the day after the destruction of the building in July, 1879. Since that time the church edifice has been rebuilt and restored. It forms one of the finest houses of worship in Michigan, and is, beyond all doubt, a true testimonial to the earnestness of the Methodists of Port Huron.

The first Methodist society of Port Huron was organized in 1830, but discontinued or disbanded after a short time. In 1834, a society of nineteen members was formed, which gradually increased until 1844, when a church building was erected. "The building," says the chronicler, "became insufficient for the accommodation of the rapidly increasing congregation, and it was sold to the Catholics, and a new church commenced on Sixth street, near Water. In the course of time, the Catholic society sold the property, and it still stands on the angle between Lapeer avenue and Water street, and is at present used as a saloon. In 1851, the Sixth street building was so far completed that the basement could be used by the congregation, and it was not until some five years later that the audience room was formally dedicated. Many reminiscences are still related by the older members of the church of the efforts put forth to secure this building, and of the sacrifices made by some of its friends to pay their subscriptions. This building still stands, in a good state of preservation, is used as a temperance hall and reading room, and is the property of Mr. George Fish.

For several years previous to 1871, there was a growing feeling among the membership that their church accommodations were not such as were demanded by the large congregation, and at a meeting of the officers of the church, held February 27, 1871, the pastor, Rev. F. A. Bourus, was asked to call a general meeting of the church to consider the subject. Such a meeting was held March 6, and was unanimous in favor of commencing the erection of a new church. Accordingly, the lot on which the ruined church now lies, together with the house adjoining, was purchased, for which the society paid \$5,800. The house being suitable for a parsonage, it was used for that purpose, and the old one, on the corner of Eighth and Court streets, was sold. Under the superintendence of the late Henry Fish and other church officers, a subscription was started, and was responded to most generously by members of the congregation, as well as by citizens generally, and before long a sufficient amount was subscribed to warrant the commencement of the building. The foundation was put down, and arrangements made to proceed with the work, the expectation being to complete the church within two years. In May, 1875, the building was up, the basement finished, and it was dedicated by the late Bishop E. R. Amos. Rev. J. S. Smart, now of Bay City, was pastor at that time. Nothing further toward the completion of the church has been done since. The church edifice was of Gothic architecture, and was one of the most beautiful buildings of its kind in the State. The front of the building was particularly admired for its symmetry and beautiful finish. The roof and finely proportioned spire were covered with slate of different colors, which added very much to its appearance when viewed from a distance. The exterior of the church was finished. The windows were in, the floors laid, and the audience room and vestibule were ready for plastering. The basement, as we have intimated, was well finished and nicely furnished, and has been occupied for over four years.

The cost of the ruined church, exclusive of the ground on which it stands, was \$32,000. This includes a very fine bell, weighing 4,000 pounds, which still hangs securely in the tower.

Unfortunately for the society, when the hard times came on they were in debt to the amount of \$14,000. About this time, when the pressure began to be severely felt, and thousands of business houses and corporations all over the country were failing, the society suffered the loss of its financial leader, Hon. Henry Fish. Several of the more wealthy members suffered very severe financial reverses, and others have removed from the city, so that the ability to bear this burdensome debt was very much lessened. At different times, within the past two or three years, the society has been in almost utter despair, the saving of their beautiful church, seeming an impossibility. At the annual conference, held in September, 1878, Rev. William Fox was appointed as the financial agent of the church, and at once undertook the task of raising the \$14,000 of debt. During 1879 he was industriously engaged in soliciting subscriptions, both in the city and throughout the eastern part of the State. By an almost superhuman effort, \$8,000 were subscribed. About half of this sum was collected, so that the present indebtedness of the society on the ruined church, counting in uncollected subscriptions, is about \$8,000. We learn that the membership of the church is so prostrated financially, that they are actually not able to pay the current expenses and the interest on the debt. Thus it will be seen that the Methodist Church of Port Huron is utterly paralyzed under its financial burdens, and now, since this new disaster has come upon them, they are, of course, financially ruined. It will cost fully \$10,000 to put the building into its former shape."

Some time previous to 1877, an old settler, whose initials speak a well-known name in the history of this county, saw a sketch of the Methodist Episcopal Church Society in one of the city papers, to which he refers as follows:

*To the Editor.*—Sir: In your last Sunday's issue, containing an account of the building of the First Methodist Church in St. Clair County, you state that there were but four persons on the subscription list now living, in which you are mistaken. W. R. Gowling, of Clyde, and Mr. Hopkins, of St. Clair, should be included. The writer of this knew a large proportion of the subscribers, and the list extend from the lowest settlements on St. Clair River to John H. Westbrook's mills at the upper settlements on Black River and Mill Creek, now the village of Ruby, and represents nearly all the Protestants of St. Clair County, there being about an equal number of French Catholics, and the two together comprised about the entire population. The amount of subscriptions and the mode of payment is pretty good evidence of the state of finances at that time. The cider, whisky and rum so generously paid in aid of its construction, would doubtless have been classed under the head of "surpluses" by a less sincere and truth loving man than John K. Smith, who always called things by their proper names.

What would our cronkers of the hard times say now at getting out lumber at \$6, and shin is at \$1 a thousand? How would our \$30,000 churches, our \$2,000 ministers, our lady attendants, dressed in a wardrobe for the occasion costing more than the whole church building at Point DuChienne, have managed their matters in those primitive days, and now calling the present *terrible hard times*? D. B. H.

"As has been stated, a new edifice has taken the place of that destroyed by the storm. Under the administration of Rev. Thomas Stalker, this society has made remarkable advances."

#### OTHER CHURCHES

The United Presbyterian Church of Port Huron is situated at the corner of Broad and Michigan streets. The organization of this society is referred to in the general history. Rev. Thomas W. Monteith, pastor.

The German Lutheran Church and School, situate on Tenth and Griswold streets, of which the Rev. R. Lauritzen is pastor, claims a small membership. The school is denominational.

The German Evangelical Lutheran Church of Port Huron, with a house of worship on the corner of Seventh and Pine streets, is one of the leading religious organizations of the city. The building is frame, with tower and spire. Rev. C. Boinger is the pastor.

#### SCHOOLS

The country schools throughout the West fifty years ago, whether considering the buildings, teachers or regulations, were generally of a character that would be denominated exceedingly primitive. The buildings were usually sorry apologies for a modern tenement, or a room 12x14, in some incomplete residence. The seats were slabs of pinecheons elevated at a distance from the floor suggestive of dangerous possibilities to small scholars, who were required to sit thereon, however painful the experience. The teacher was ordinarily a man of fact, who regard-

ed all else but his duties as fiction unworthy of his adolescence. As a rule, he occupied an old-fashioned arm chair about the center of the room, adjoining a small round table, which supported, in addition to the text-books comprising his limited course, a birch rod of tried strength, length, flexibility, and thickness, as the pupils oftentimes had sensible evidence. With these surroundings, that would, in this day of superior educational facilities, be regarded as discomforts not to be endured, scholars were taught the alphabet, their "abs," reading sentences, containing words of two syllables only, and many other incidents peculiar to school life which, in that age, inspired the intellectual, but too shy provoke the mischievous and cause mental inquiries if such things could be. But recurrence to those days often engages the reflections of pioneers, who see to compensation in the labor-saving apparatus employed to aid the ambitious youth in his ascent of the hill of knowledge.

Gibbon relates that, during a cruel persecution at Ephesus, seven noble youths concealed themselves in a cave, when they fell into a sleep which was miraculously prolonged for a hundred years. On awakening they found everything so changed, to conform to the advanced age, that they burst into tears and prayed God that they might be permitted to return to their slumbers again. Such are the feelings of men, who were scholars half a century ago, regarding with feelings of indignation the neglected facilities of the present, "when fond memory brings the light of other days about them." The school teachers of fifty years ago were earnest in their efforts, and the advanced state of education during those, the final decades of the nineteenth century are, in a great measure, the result of their labors. The pupil of those times, too, was a character of the day, boy and companion or caricature. He usually appeared at school prompt to the minute, barefoot in summer, his trousers of home manufacture kept in place by a couple of pieces of ticking, to which he appropriated the term "galluses," and his head protected from the penetrating rays of the summer's sun by a chip hat, or cap deftly fashioned by a mother's or a sister's hands. Thus embellished, the young man of promise came early, and from his advent upon the scene to his exit therefrom joined constant issue with the teacher with such requests as "Lemme speak to s," "Lemme go out," "Lemme h'v a drink," etc. etc., until the expiration of the day's term, when he is permitted to go home, where, after the chores are done, he slips off his trousers, hangs them on his bed post by the "galluses" and, soon reveling in the dim land of dreams, becomes forgetful of the trials that will be born again with the morrow. Among the early settlers there were many men of unusual ability; not men of extensive education, but men who made their marks upon the times, and, had they received the advantages of early training, would have proved themselves giants in intellectual and moral forces. Even with the few advantages which the Western schools of the past age afforded, there were men went forth from them who did prove equal to all and every emergency which private or public life called upon them to meet. The first American settlers were earnest in everything. They said, "We are going to make the most of the capabilities of this spot," and they did. First they said, "In process of time, all over this beautiful country will be scattered schools and institutions of a high order; the needs of an intelligent people will demand them. What is to hinder us from building a village on this slope which overlooks one of the most lovely landscapes in the world? Nothing is to hinder; let us do it." And it was done. At that time there were a few houses and shanties in the little hamlet of Black River, and the construction of anything so portentous as a schoolhouse in so small a community without a penny of foreign aid would have seemed preposterous to the average mind, but it was done nevertheless, and there stands the schools of the city to-day the chief supporting pillars of the future. Considering all the circumstances—the times, the poverty of the district, the sparseness of the population, the infinitesimal size of the village—the erection of the first school building was a great achievement. It is safe to say that only a few persons or families subscribed four-fifths of all the money it cost. True they reckoned that this money or some of it would come back to them in after times; and it did.

The children of the Canadian French were taught by young men employed in the Black River steam mill. Even in 1821, a missionary school was started at Fort Gratiot by John S. Hudson, John Hart, their wives, and a Miss Osmer. This Indian school continued in operation three years, when the teachers moved to Mackinac, together with thirty or forty of their



slushy pupils. In the old school, the pupils had to hold their books and the teacher turned the pages. Some received their first lessons. Instead of slates, the scholars used small boxes of sand, on which the pupils wrote with pointed sticks.

The first schoolhouse was built in 1833 near the corner of Broad and Superior streets, in rear of the present Hudson House. It was a 24x26 foot building, eight and one half feet from floor to ceiling. This concern was subsequently known as the Old Brown Schoolhouse, not that it was painted brown, but turned that color under atmospheric influences. From 1833 to 1842, this was the schoolhouse of Port Huron. In 1842, a new schoolhouse was built in the park south of Black River. In 1849, the union school building was completed. Ten years later, the Park Schoolhouse was destroyed by fire. The city of to-day supports five public schools, all well administered. The schools of St. Stephen's Parish, in connection with the Catholic Church, form a remarkable monument to the earnestness of the congregation.

In July, 1852, a select school was formed by Mr. Magee. The following is the advertisement: "The subscriber begs leave to inform the inhabitants of Port Huron, of his immediate intention of commencing a Select Mathematical and Classical School in this place. Those wishful to favor the above school, will please call at the Rev. Mr. Benton's residence, or at the stores of Messrs. Gillet, Dowling, and Beach, and leave the names of those whom they wish to have instructed. His terms will be reasonable, and he pledges himself, as a teacher, to be swayed by impartiality, devotedness to the interests of his pupils, and the broadest Christian charity.

GEORGE MAGEE.

"PORT HURON, July 17, 1852."

The *German-English School* was conducted by C. F. Diehl, in 1863. The schoolroom was in the basement of the old Brockway House, on West Butler street, near the Baptist Church.

*St. Stephen's School.*—The elegant school building known as St. Stephen's was erected in 1879-80 by Rev. E. Van Lauwe. This structure was begun October 2, 1879, and the house finished the following year. The building of the schoolhouse was carried out successfully, owing to the liberal spirit shown by the congregation, and the generous contributions of the contributed moneys, as well as to the well-directed energy of the pastor. The schools were opened in 1880 with the Sisters of Providence in charge. The number of pupils attending at the opening in September, 1880, was 279.

The *Convent School* of the Sisters of Providence was established at Port Huron in 1879. The design of this institution is to afford to the female pupils the advantages of a liberal education, with the advantages necessary to a competent and polished English education, in connection with a knowledge of the fine arts, music, painting, and other branches. The method of instruction follows the usual course of the convent schools, and is conducted by a most accomplished woman. It is the aim of the Sisters to train the hearts of their pupils to the love and practice of virtue while cultivating their minds and improving their manners with dignity, simplicity and grace. The government is mild, yet sufficiently strict and arranged to secure perfect order. The sole object of the regulations of the house being the welfare of the pupils, they are induced to comply with them rather from a sense of duty than through fear of punishment. They are made to understand that their own improvement and happiness are ultimately connected with the careful observance of discipline. A tender vigilance is exercised over the hearts of the pupils: when one is taken sick, a physician is called in time, and information is given to the parents, who are at liberty to withdraw her. If they leave her in the institution, she receives every attention that kindness can suggest.

The scholastic year consists of four terms, each comprising a period of eleven weeks. The first term commences on the first Monday in September.

Tuition in all the English branches, board, bedding, useful and ornamental needle work with the use of patterns, use of library, clothes of pupils marked for them, are offered at \$35.75 per term of eleven weeks, while the following branches of higher education are faithfully taught for an extra charge: French, German, drawing and painting in water colors, oil painting, with use of patterns, piano, organ, or guitar lessons, vocal music, private lessons, use of instruments for practice.

## LADIES' LIBRARY ASSOCIATION.

The Ladies' Library Association of Port Huron, Mich., was founded in 1866, and the following historical sketch of the association was prepared and read by Mrs. B. C. Farrand at the decennial celebration of the society held January 6, 1876.

The first consultation with reference to the organization was held by Mrs. A. B. Comstock, Mrs. A. H. Wright and Mrs. B. C. Farrand, who decided to invite the ladies of the Soldiers' Aid Society—then about to disband—with other ladies who were thought to be favorable to such a project, to meet and discuss the matter. Such meeting was held in December, 1865, in the small room of the basement of the old Methodist Church. The Soldiers' Aid Society at that time disbanded, and donated their stores and clothing to worthy families of soldiers, and their other effects, including some odd buttons and buckles and a cupboard, to the new organization, if such should be formed. At this meeting, Mrs. Henry Fish being Chairman, it was decided to organize a society for the mental improvement of its members, and the formation of a library. This first meeting resulted in an organization, with an object exactly defined, a name, "The Ladies' Library Association, of Port Huron," and the possession of a cupboard for a library case.

A meeting was called, through the papers, inviting all ladies friendly to the object, to meet on January 5, 1866. At the appointed time, fourteen ladies were present: Mrs. A. J. Bigelow, Mrs. H. C. Buffington, Mrs. Barr, Mrs. A. B. Comstock, Mrs. B. C. Farrand, Mrs. Henry Fish, Mrs. James H. White, Mrs. J. B. Hull, Mrs. James Haynes, Mrs. Perley Morse, Mrs. William Sanborn, Mrs. J. W. Thompson, Mrs. A. H. Wright and Miss Emma M. Farrand.

Mrs. J. B. Hull was chosen Chairman, and Mrs. B. C. Farrand, Secretary.

The present constitution, modeled after that of the Flint Association, was adopted.

At a subsequent meeting held January 19, presided over by Mrs. Henry Fish, the first officers of the society were elected as follows:

President—Mrs. B. C. Farrand.

Vice President—Mrs. James H. White.

Recording Secretary—Mrs. A. H. Wright.

Corresponding Secretary—Mrs. Perley Morse.

Treasurer—Mrs. J. B. Hull.

Librarian—Mrs. A. B. Comstock.

Executive Committee—Mrs. J. W. Thompson, Mrs. A. J. Bigelow, Mrs. John Botsford, Mrs. William Sanborn, Mrs. H. Fish.

Book Committee—Mrs. H. C. Buffington, Mrs. J. P. Sanborn.

The Constitution and By-Laws having been settled upon, the officers elected, the society was already to work, but found no place for meeting. The room in the church was required for extra religious meetings. Two meetings were held at the residence of Mrs. A. H. Wright, on Sixth street, and then at Mrs. Buffington's, on Fourth street. A back room in a lawyer's office was then offered, free of rent, the association furnishing wood. The records tell of committees appointed to look for a room, reported "no room found," and committee discharged.

The number of members constantly increased, until "a place to be," exercised the mind of each by day and disturbed their dreams by night, when to the surprise of all, the City Fathers, through Hon. Cyrus Miles, Mayor, offered for the use of the Association and its library the Common Council Chamber, free of charge.

This was gladly accepted, and furnished a very desirable and convenient room until November, 1868, when the library was removed to the rooms in the Town Hall, then used as school rooms. On the completion of Phoenix Block, the room over M. Walker's store was leased and occupied March 4, 1869, the day of the inauguration of President Grant.

Ladies' Library Association of Port Huron was organized and incorporated under the general laws of the State, January 10, 1868. The charter election meeting was presided over by Mrs. J. B. Hull, of the Corporation Committee. Mrs. Wright was appointed President and Mrs. J. P. Sanborn, Secretary of meeting. The election of officers resulted as follows: Mrs.

Thompson was elected President; Mrs. Stevens, Vice President; Miss Sanborn, Recording Secretary; Mrs. Sanborn, Corresponding Secretary; Mrs. Hull, Treasurer; Miss E. Farrand, Financial Secretary; Mrs. Comstock, Librarian; Mrs. Huntington, Assistant Librarian; Miss Carrie Farrand, Historian; Mrs. B. C. Farrand, Mrs. Comstock, Mrs. Harris, Mrs. Finster, Mrs. Crawford and Mrs. Morse, together with the officers of the association, were appointed members of committees.

On April 2, 1870, the books were removed to the room now occupied, which proves ample for the present wants of the association. Frequently during these ten years a desire for a permanent location for the library has found expression in the meetings, and the hope indulged that when the library should be worthy of it, some one of our generous fellow-citizens would bestow upon it a home, and thus honor himself and become a public benefactor, whose name should be held in grateful remembrance by posterity.

The first money received was on January 19, 1866; membership fees, \$11; January 26, a donation of \$5 from Mrs. Farrand, and four \$5; ten books (given by members (the names of these donors I have been unable to obtain, but hope they may yet be found). It would seem that the faith in the library out of these ten books must have been considerable, for we find the Executive Committee ordered 200 suitable labels for the books, which the committee made 300, as a matter of economy.

A committee to procure subscriptions was appointed, and the amount of \$116.50 realized in this manner for the founding of a library. Three gentlemen, Mr. Newell Avery, Mr. John Johnston and Mr. B. C. Farrand gave \$10 each. Several gave \$5. The greater number of subscriptions were \$2 each.

The first book in the library was the gift of Mr. Waldo Comstock, entitled "Chronicles of the Middle Ages," by Froisart, a very valuable book. The first twenty-seven books are donations. The first purchase of books numbered eighty-six, so that in September, 1866, there were 113 volumes in the library cupboard, duly labeled, and many of them drawn and read each week.

There were Motley's Dutch Republic, Irving's works, Chambers' Cyclopedia of English Literature, Parton's Lives of Andrew Jackson and Ben. Franklin, Draper's Intellectual Development of Europe, Prescott's Phillip II, a full set of the Spectator, Goldwin Smith's Study of History, Froide's History of England, Daniel Webster's works, costing \$10. Life and works of E. A. Poe, Lockhart's Life of Sir Walter Scott, in all 206 volumes, at the close of the first year.

The second year numbered 341 volumes, including Noetes Ambrosianæ, Motley's United Netherlands. January 22, 1869, there were 505 volumes. In recognition of the 500 volumes in the collection, a celebration took place which was numerously attended, and a larger interest awakened among those before little acquainted with the association.

In 1870, there were 599 volumes. Many valuable public documents and State papers were received this year through Hon. O. D. Conger, and in 1871, through Dr. Finster, a collection of books valued at \$112 was received, called the Swedenborg collection, making 1,083 volumes at the close of 1871.

The possession of 1,000 and more volumes was duly observed, and friends were invited to view the library. Some who came left substantial evidence of their desire to add to its treasures. Some old and valuable books were among the gifts on this occasion.

The numbers swelled to 1,596 in 1872. Many of them were received from Washington, through Hon. O. D. Conger.

In 1873, there were 1,758 volumes. In 1874, there were 1,813 volumes, and in 1875, just closed, 1,938 volumes.

During the year 1875, Baucroft's History of the United States, Hume's History of England, and Epochs of History have been among the excellent books purchased.

And now a library of nearly 2,000 volumes, including many of the very best standard authors, a complete set of Encyclopedia Britannica, a full set of Chambers' Cyclopedia, and Thomas' Cyclopedia of Biography and Mythology, and Chambers' English Literature furnishes the means for successful research in many departments. All this, the work of the united efforts of your mothers, wives and sisters, a few ladies, for the short space of ten years!



Various means have been employed for the purpose of raising funds. Lectures have seldom netted but small sums. The first summer, the sale of ice cream and cake on Saturday evenings proved quite successful, the net receipts on seven evenings being \$100. Two boat rides brought to our exchequer an increase of \$150. But the series of parlor entertainments, with an occasional dramatic representation, have been the chief reliance for an increase of the building fund. The success of them will always be associated with the efforts of one who very largely contributed to them—Mrs. E. W. Glover.

At an early day, funds derived from entertainments and similar sources, were set aside to create a building fund, as according to the Constitution, all fees and dues are to be exclusively used for the library proper.

May 25, 1870, Mrs. Mary J. Sweetser, of grateful memory, made a note in favor of the association for \$1,000, to be paid on or before her decease. After her death, which occurred before the close of 1870, this amount, with interest, was paid over by her executors, and was added to the building fund, and invested at 10 per cent. The entire fund amounts to nearly or quite \$2,400. Besides the building fund, the amount of money received the first year, 1866, was \$479.64; first three years was \$1,129.58; the last year it was \$505.46.

Of the presiding officers, Mrs. H. L. Stevens has been twice elected, Mrs. J. W. Thompson, once, Mrs. E. W. Glover twice, Mrs. J. McNeil once, and Mrs. B. C. Farrand four times.

Mrs. J. B. Hull and Mrs. H. G. Barnum have filled the office of Treasurer since the beginning, Mrs. Hull seven years, and Mrs. Barnum three.

Mrs. A. B. Comstock, the first Librarian, was unwearied in her devotion and care of the books—for several weeks transporting them from place to place in a basket. For eight years the custodians of the library received no pay.

But the library itself is but an incident designed as an aid to mutual improvement. With very few exceptions, weekly meetings for literary exercises have been held. These hours have been occupied and a good degree of progress attained by those most regular in their attendance. The early records mention readings, recitations, with an occasional original review of a book.

As the years advance, progress is noticed. The year 1874 appears to have a more continuous and decided plan, commencing perhaps with the century readings—the fourteenth century most prominently; while the last year a full and clear study of literature, first of English and now of American literature, has been instituted and is carried on, much to the cultivation of those taking part, as well as attending upon the exercises.

Could the young ladies of the city, as well as the old, be aware of the opportunities and advantages here afforded, it would seem that they would hasten to appropriate them to themselves.

Another means of culture and interest has been instituted—the department of the museum, which it is predicted will receive increased attention with the coming years. It already contains many articles of historic value, which time fails me to enumerate. A new office has been created, Keeper of the Museum, and the officer elected, so that the articles and curiosities will soon be mounted and labeled for exhibition, as well as for preservation. The centennial year will no doubt develop interest in this direction, and the museum will receive the benefit of such awakened interest. The association has from time to time received friendly gifts of pictures to adorn the walls, of a stereoscope and views, as well as curiosities from various parts of the country, and larger and more numerous remembrances of this kind are in store for it in the not distant future.

Mention should be made of the extraordinary success of a club called the Cyclopædia Club, which in a very short time raised funds to purchase the Encyclopædia Britannica, Chambers' and Thomas' Cyclopædias, besides smaller works, which were presented to the association for its Library of Reference, a large and appreciated addition to its resources.

Of the fourteen members at the time of organization, only one has been removed by death—Mrs. Antha L. Bigelow, one of the most hearty and faithful co-laborers, was very suddenly called to leave her family and her work here, but not without leaving an abiding impression upon those who knew her best, that her work had been well done. Her memory is still fresh

in our minds, and we drop a tear for our loss, assured that the change to her was gain. Mrs. J. J. Scurritt was taken from our membership by death, but not until she had some time been absent from the city. Her contributions of the works of Dickens to the library have been among the books well read. We recall with interest her great desire to promote the attractiveness of the literary exercises. Mrs. C. A. Chamberlain, after a brief sojourn, and a short time of service as Vice President, returned to her former home to die in the springtime of life, her babe resting upon her arm; both sleep in the quiet rural cemetery with the early called.

Among those who came unobtrusively and frequently to the Saturday afternoon gatherings of this association, we recall the name and memory of Mrs. C. W. Robinson, who was removed from our membership through death, in the autumn of 1874.

Our last bereavement was of one in mature womanhood, full of hope and life, surrounded by a growing family of children, herself anxious to improve her mind, and amid her numerous duties and cares found time to study German, to commit to memory gems of poetry and prose, which she would recite when called upon, as a means of entertainment to others. None, among the large membership, valued the advantages of the association and library more than our friend, Mrs. Ulber, now departed. "Oh! why should the spirit of mortal be proud?" was one of her favorite recitations. Peace to the memory of those gone before. We shall go to them. Shall we not desire to be and to do something to benefit others while we live?

These records of ten years are those of loving work by willing hands, and the results in a very feeble and imperfect manner have been enumerated.

To recapitulate. A society of one hundred and thirty or more members, each paying 15 cents a month, or \$1.80 per year, to maintain a library for their own benefit and that of the community, exists.

The library contains very nearly 2,000 well-selected volumes.

The association has its own hired room, carpeted, and furnished comfortably with commodious book shelves, which have taken the place of the cupboard.

This association is an incorporated body.

It has a well invested building fund of \$2,400.

The association has no debts, and has never discovered any defalcation or embezzlement of its funds. It has the names of over two hundred who draw books from its library.

It has a well-selected corps of officers for the centennial year.

Its members have hopes that bringing before the community and ourselves this statement "What it is; what it has; and what it does," that "a long train of improvements will come into quiet and irreversible operation;" that its members may be increased tenfold in the next decade, and that in due time a library building or room shall be found suited to contain this large "storehouse of medicine for the mind," this "dispensary for the soul"—as the ancients called their libraries. Over some of its alcoves, at least, may some of the names of those present be inscribed as its honored benefactors.

The officers of the Association, since 1876, are named in the following list.

1876—President, Mrs. S. L. Ballentine; Vice President, Mrs. J. B. Hull; Recording Secretary, Mrs. A. H. Wright; Financial Secretary, Mrs. K. F. Harrington; Corresponding Secretary, Mrs. J. P. Sanborn; Treasurer, Mrs. H. G. Barnum; Historian, Mrs. B. C. Farrand; Librarian, Mrs. S. M. Huntington.

1877—President, Mrs. T. L. Wells; Vice President, Mrs. N. E. Sanborn; Recording Secretary, Mrs. S. L. Ballentine; Financial Secretary, Mrs. A. H. Wright; Corresponding Secretary, Mrs. M. W. Sanborn; Treasurer, Mrs. B. C. Farrand; Historian, Mrs. D. Robeson; Librarian, Miss Mary Wright.

1878—President, Mrs. H. L. Stevens; Vice President, Mrs. N. E. Sanborn; Recording Secretary, Mrs. Henry O'Neil; Financial Secretary, Mrs. B. C. Farrand; Corresponding Secretary, Mrs. D. Robeson; Treasurer, Mrs. H. G. Barnum; Historian, Mrs. A. McKenzie; Librarian, Mrs. R. T. Yeats.

1879—President, Mrs. B. C. Farrand; Vice President, Mrs. R. T. Yeats; Recording Secretary, Mrs. J. A. Davidson; Financial Secretary, Mrs. D. Robeson; Corresponding Secretary,

Mrs. S. M. Huntington; Treasurer, Mrs. J. B. Hull; Historian, Miss Mary Wright; Librarian, Mrs. M. Casler.

1880.—President, Mrs. J. A. Davidson; Vice President, Mrs. J. McNeil; Recording Secretary, Mrs. R. T. Yeats; Financial Secretary, Mrs. M. Casler; Corresponding Secretary, Mrs. E. W. Glover; Treasurer, Mrs. J. B. Hull; Historian, Miss Mary Wright; Librarian, Mrs. D. W. Fisher.

1881.—President, Mrs. J. A. Davidson; Vice President, Mrs. H. Burke; Recording Secretary, Mrs. R. T. Yeats; Financial Secretary, Mrs. M. Casler; Corresponding Secretary, Mrs. D. Robeson; Treasurer, Mrs. J. B. Hull; Historian, Mrs. J. W. Thomson; Librarian, Mrs. D. W. Fisher.

1882.—President, Mrs. J. W. Thomson; Vice President, Mrs. E. W. Glover; Recording Secretary, Mrs. R. T. Yeats; Financial Secretary, Miss Hendricks; Corresponding Secretary, Mrs. P. M. Wright; Treasurer, Mrs. J. B. Hull; Historian, Mrs. Lauritzen; Librarian, Mrs. M. Casler.

The number of members in 1882, was 60; the number of volumes in library, 2,508, and the value of property \$5,000. The influences which surround such an association, and extend themselves into the homes of the people, are of that refining character which cannot fail to leave their marks on the manners and customs of the future, if not on the manners of the present time. It has passed into a proverb, that where there are not books there is ignorance and vice.

#### THE LOTOS CLUB.

This club may be said to have been organized in 1873. The first regular meeting, after organization, was held March 17, 1873. The first officers were: A. N. Moffat, President; J. A. Drury, Vice President; M. Young, Secretary; Ada Kibbee, Corresponding Secretary; Fannie Smith, Treasurer; J. F. Talbot, S. & M.; T. J. Parsons, Censor. At this period the association was known as the Oasis Society, and the meeting was held at Cawthorne's rooms. At the next meeting, Angus G. McKay moved that the name Lotos Club be substituted for Oasis Society, which motion was carried.

In September, 1873, the nomination of officers took place, when M. Young was elected President; Mrs. A. M. Moffit, Vice President; Miss Mitts, Recording Secretary; McDermid, Corresponding Secretary; G. R. Osman, Treasurer; James H. Talbot, Critic. The re-organization of the club took place January 17, 1875, at the Moffat residence. W. D. Wright was elected President; Miss Blennerhaust, Vice President; Mrs. E. W. Glover, Corresponding Secretary; Mrs. A. N. Moffat, Recording Secretary; J. W. Porter, Treasurer. The first regular meeting of the club after re-organization was held at the house of Mrs. Glover.

#### OFFICERS OF THE CLUB.

1875. —O'Brien J. Atkinson, President; Mrs. J. McNeil, Vice President; Frank Whipple, Secretary; Susie Dwyer, Treasurer; E. W. Harris, President, December, 1875.

1876. —A. N. Moffat, President, Mrs. P. B. Sanborn, Vice President; Mrs. W. Walker and Mr. Stevenson, Secretary; Mrs. W. F. Atkinson, Treasurer; Kittie Riddle, Recording Secretary; L. McKay, Corresponding Secretary; John McNeil, President; Mrs. John Miller, Vice President.

1877. —H. G. Barnum, President; Mrs. Brown, Vice President; Miss Hogan, Recording Secretary; Mrs. Gaylord, Corresponding Secretary; C. Gilchrist, Treasurer.

1878. —Dr. Whitney, President; Mrs. J. C. Johnson, Vice President; Miss E. McGinn, Recording Secretary; Mrs. Sherman, Corresponding Secretary; Maude Danger, Treasurer; Miss Eleanor Donnelly, Recording Secretary; E. G. Stevenson, President; Mrs. Glover, Corresponding Secretary.

1879. —H. G. Barnum, President; Sarah Donnelly, Recording Secretary; Hannah J. Dwyer, Corresponding Secretary; Clara A. Sharpe, Recording Secretary.

1880. —Judge Brown, President; Mrs. Allardt, Vice President; Maud Danger, Recording Secretary; Mrs. E. W. Glover, Corresponding Secretary; Johnson Hogan, Treasurer; Fannie A. Smith, Recording Secretary.



1881.—Mr. Allardt, President; Mrs. Sanders on, Vice President; Lizzie Talbot, Recording Secretary; A. Weyers, Corresponding Secretary; W. Cline, Treasurer.

1881-82.—Judge E. W. Harris, President; Mrs. Thompson, Vice President; Emma McGinn, Recording Secretary; Mrs. Glover, Corresponding Secretary; Judge McNeil, Treasurer.

1882-83.—Albert McCall, President; Mrs. Butler, Vice President; Miss Lillie Harris, Recording Secretary; Miss Hogan, Corresponding Secretary; Mr. Barnum, Treasurer.

## MEETINGS OF CLUB

1875.—January 17, at Mrs. Moffat's residence; January 29, at Mrs. Glover's residence; February 12, at Mrs. B. Bigsby's residence; February 27, at Mr. P. B. Sanborn's residence; March 7, at George Jones' residence; March 21, at A. W. Smith's residence; April 8, at A. N. Moffat's residence; April 18, at Capt. Hurlburt's residence; May 3, at Mrs. J. E. Johnson's residence; May 18, at Mrs. Glover's residence; May 31, at Mrs. B. Bigsby's residence; June 14, at John Miller's residence; June 28, at Mrs. D. Robeson's residence; July 2, at F. Vanderbilt's residence; July 11, at James Baird's residence; July 25, at James Goulden's residence; August 7, at Mrs. Hull's residence; August 21, at Mrs. Smith's residence; September 4, at Mrs. A. N. Moffat's residence; September 25, at Mrs. William F. Atkinson's residence; October 9, at Mrs. Glover's residence; October 23, at Mrs. J. Miller's residence; November 6, at William Jenkinson's residence; November 20, at H. G. Barnum's residence; December 4, at P. B. Sanborn's residence; December 18 and 31, at Mrs. Glover's residence.

1876.—January 15, at J. W. Benedict's; January 29, at Mrs. L. A. Sherman's; February 12, at J. Goulden's; February 26, at J. C. Johnson's; March 11, at William Jenkinson's; March 25, at W. D. Wright's; April 18, at Mr. Robeson's; April 22, at J. J. Boyce's; May 6, at Mr. Neff's; May 21, at Mrs. Insley's; June 3, at Mrs. John Miller's; June 17, at Mrs. W. F. Atkinson's; July 1, at Mrs. Glover's; July 15, at J. Goulden's; July 29, at E. C. Spalding's; August 12, at Judge Mitchell's; August 26, at J. C. Johnson's; September 9, at Mrs. L. A. Sherman's; September 23, at Atkinson & Stevenson's office; October 21, at A. W. Smith's; November 18, at Mrs. Walliger's; December 3, at Mrs. John Miller's; December 16, at Judge Brown's; December 30, at Mrs. Glover's.

1877.—January 18, at Mrs. D. Robeson's; January 27, at F. H. Davis'; February 10, at Mrs. W. F. Atkinson's; February 24, at E. W. Neff's; March 10, at P. B. Sanborn's; March 31, at Mrs. J. W. Benedict's; April 7, at W. D. Wright's; April 21, at E. W. Glover's; May 5, at Mrs. O. D. Conger's; May 19, at Mrs. H. L. Stevens'; June 2, at Mrs. Crawford's; June 16, at Mrs. Jenk's; June 29, at Rev. H. Elwood's; July 14, at Mrs. Donnelly's, Sarnia; July 28, at Mrs. Col. Davis'; August 11, at John Howard's; August 25, at W. D. Wright's; September 8, at Mrs. W. F. Atkinson's; September 21, at Mrs. J. Goulden's; September 27, at Mrs. Glover's; October 20, at Mrs. W. Wright's; November 3, at Mrs. L. A. Sherman's; November 17, at Mrs. F. Davis'; December 1, at Judge Brown's; December 15, at Mrs. Gaylord's; December 29, at Mrs. Barnum's.

1878.—January 12, at Mrs. Glover's; January 25, at Mrs. J. Wells'; February 9 and 16, at P. B. Sanborn's; February 23, at D. Robeson's; March 9, at Mrs. Stevens'; March 23, at Mrs. A. N. Moffat's; April 6, at Mrs. Neff's; April 20, at Mrs. Glover's; May 4, at Mrs. W. F. Atkinson's; May 19, at Mrs. Jenk's; June 1, at Mrs. E. G. Spaulding's; June 15, at Mrs. J. B. Farrand's; June 30, at Mrs. Mulford's; annual meeting at Mrs. Benedict's; August 10, at Mrs. J. Goulden's; November 30, at Mrs. A. N. Moffat's; ———, at Mrs. Glover's; December 28, at Mrs. Goulden's.

1879.—January 11, at Gen. Hartsuff's; February 22, at Mrs. Walker's; March 8, at Mrs. O'B. J. Atkinson's; April 18, at Mrs. D. Robeson's; May 3, at Capt. Anderson's; May 27, at Mrs. Spaulding's; June 2, at Mrs. Hendrick's; June 14, at Mrs. Miller's; June 28, at Mrs. Brook's; November 1, at Mrs. Gaylord's; November 15, at Mrs. Barnum's; November 29, at Mrs. Hogan's; December 13, at Mrs. Allardt's.

1880.—January 10, at Mrs. Thompson's; January —, at Mrs. Miller's; February 7, at Mrs. Goulden's; February 21, at Mrs. Bradley's; March 6, at Mrs. W. F. Atkinson's; March

19, at Mrs. J. Talbot's; April 3, at Mrs. F. Davis'; April 17, at Mrs. O'B. Atkinson's; May 1, at Mrs. Glover's; May 14, at Mrs. McKay's; May 29, at Mrs. Gaylord's; June 26, at John Thompson's; November 6, at William Jenkinson's; December 18, at Mrs. Hendrick's.

1881.—January 8, at Mrs. Goulden's; January 29, at Mrs. C. Sharpe's; February 12, at Mrs. O'B. J. Atkinson's; February 26, at Dr. E. P. Tibbal's; March 12, at Mrs. Barnum's; March 26, at Mrs. Walker's; April 9, at Mrs. Glover's; April 23, at Mrs. F. Davis'; May 7, at Mrs. John Miller's; May 21, at Mrs. J. W. Thompson's; October 1, at Mrs. Glover's; October 15, at Mrs. Davis'; October 29, at Mrs. W. Jenks'; November 26, at John W. Thompson's; December 10, at Mrs. H. L. Stevens'.

1882.—January 7, at Mrs. Barnum's; January 21, at Mrs. Walker's; February 4, at Mrs. Glover's; February 18, at Dr. Tibbal's; March 4, at Mrs. Hendrick's; March 18, at Mrs. Judge McNeil's; April 1, at Mrs. Crawford's; April 15, at Mrs. Haven's.

Banquets were given by the club annually, until the year 1882, when the annual dinner was dispensed with on account of the illness of Judge McNeil, an old member.

The last meeting was held at Mrs. Glover's, in November, 1882. During the summer of 1882, the club was merely a nominal affair, owing to many of its old members having left the city. However, in the winter of 1882-83, an effort was made to revive an interest in the organization, and it is believed that the old Lotos Club will again take its place among the first literary associations of the State.

#### SHAKESPEARIAN CLASS.

This is an association of Shakespearian students and readers of this city. It was formed during the winter of 1881-82, and since that time has continued to hold its regular Monday evening meeting. The originators are members of the Ladies' Library Association. The average number who attended the class during the past year is stated to be twelve. Judge E. W. Harris was elected leader, and has given a great deal of attention to the class since its formation.

#### THE PORT HURON LITERARY CLUB.

This club was organized in 1880, and articles of incorporation filed April 13, of that year. The original members were: Charles K. Dodge, N. M. Sanborn, George R. Wallace, Laura M. Thomas, Mrs. Harriet McNeil, A. R. Avery, Thomas C. Gardner, Harriet Wright, Sara Socia Thomson, and Esther McKenzie. The first Board of Directors comprised A. R. Avery, C. R. Brown, L. A. Sherman, Mrs. H. R. Miller, Mrs. H. H. Wright, E. S. Post, George R. Wallace, Mrs. J. P. Sanborn, Miss Lucy Sanborn, and Mrs. N. E. Thomas.

#### THE MUSICAL SOCIETY OF PORT HURON.

This society was incorporated October 2, 1882. The original members were: C. B. Stockwell, E. G. Spalding, G. W. Alexander, Ella M. Plant, Rose M. Crittenden, Mrs. J. B. McGregor, Mrs. A. Smith, J. W. Miles, Alma D. Walker, Susan G. Wall, Maggie M. Adams, Mattie Bradley, Tillie Goulden, Mrs. J. B. Farrand, S. Melville, Gertrude Melville, M. Wheeler, E. T. Freeman, and N. Cawthorne. This society is among the best conducted musical associations of the West. Among its members are men and women whose refined musical talent is known and appreciated.

#### THE OPERA HOUSE.

Harrington's new Opera House was opened Monday evening, November 22, 1875, under the most favorable auspices, by what was unquestionably the strongest dramatic combination that ever visited the West up to that time. The company included within its membership, Mrs. D. P. Bowers; the veteran actor, C. W. Condoek; the talented tragedian, J. C. McCollum; and the well-known actors, J. T. Taylor and Hart Conway, supported by a stock company of unusual strength and merit.

The opening play was Sheridan Knowles' sterling drama, "The Hunchback," with Mrs. Bowers in the role of "Julia." The second night, Shakspeare's great tragedy, "Macbeth," with Mrs. Bowers as "Lady Macbeth," was rendered.

## THE HOSPITAL AND HOME SOCIETY OF FORT HURON

This society was organized in January, 1889, with the following named officers: President, William T. Mitchell; Vice President, Dr. C. M. Stadelwell; Secretary, George P. Verheis; Treasurer, James J. Boyce; Directors, Drs. H. R. Mills, S. W. Starn and M. McKay and Peter Hill, Mrs. Hattie I. Wells, Mrs. Francis S. Fish and Mrs. Henry Howard. This society has accomplished much good during the two years of its existence.

## ROYAL TEMPLARS OF TEMPERANCE

Red Ribbon Council, No. 2, Port Huron, was instituted February 5, 1870, by Supreme Councilor, C. K. Porter. The officers chosen were, S. C., William T. Mitchell; V. C., George W. Howe; P. C., D. M. Bennett, M. D.; Chap., Charles Wilson; Secy., John McKenzie; Treas., George Mitts; Herald, John C. Figg; Deputy Herald, Mrs. Peter Mitts; Guard, S. W. Maddox, and Sentinel, Peter A. Mitts. The charter members numbered thirty. The total membership since organization is 75; dismissed by card to other Councils, 2; withdrawn from the order, 2; deceased, 1; expelled for non-payment, 12; present membership, 58; active (male) members, 28; honorary members, 1; contributing life members, 29 (females); beneficiary amount active members, \$2,000; contributing life, \$1,000.

Past Councilors, D. M. Bennett, M. D., John McCormick and George A. Ashpole. Select Councilors, William T. Mitchell, John McCormick, George A. Ashpole and Angus Cameron.

Present officers, S. C., Angus Cameron; P. C., George A. Ashpole; V. C., Charles B. Stone; Chaplain, John McCormick; Secy., Mrs. William Wastell; Treasurer, Mrs. Lovica Haslett; Herald, Peter A. Mitts; Deputy Herald, Mrs. L. W. Wallace; Guard, Horace Plaisted, and Sentinel, George Mitts.

This association of temperate people has accomplished an amount of good during the few years of its existence. To its charter members must be credited the comparative temperance of the city at the present time.

## CINQUE GROVE LODGE NO. 11, F. &amp; A. M.

This lodge received its charter January 14, 1874, its first W. M., Hebner Hamilton; S. W., Wellington Davis; J. W., James H. Burley; these are the only charter members, the names of whom can be given on account of the records being burned some years ago. The names of W. M. up to the present time as far back as can be ascertained are Hebner Hamilton, Edgar White, Edward W. Harris, Albert Dixon, Isaac Thorn, Oliver W. Strout, Henry Burton, William H. Avery and Robert P. Young. The present officers are, R. P. Young, W. M.; Alexander Jacobi, S. W.; William Thorne, J. W.; J. W. Jacobi, Treasurer; H. Burton, Secretary; Edward Gowling, S. D.; William L. Eaton, J. D.; Charles Flugal, Tiler. The present active membership to date is 147 in good standing. The lodge is prosperous and is considered one of the best in this grand jurisdiction.

## INDEPENDENT ORDER OF ODD FELLOWS

Lodge instituted July 8, 1875. Number of members at present, 72. Charter members, J. B. Hull, James Gammie, C. B. Hubbard, Joseph Walker, J. R. Taylor, J. B. Montross, H. C. Knill, Edward Gowling, W. D. Wright, C. E. Johnson, Henry Shafer, I. N. Applegate, Isaac Springer.

Past Grands, James Gammie, Edward Gowling, C. B. Hubbard, J. B. Hall, Isaac Springer, C. E. Johnson, Josh Johnson, Joseph Walker, J. L. Bartholomew, J. B. Montross.

Present Officers, N. G., George Frink, Vice Grand, G. A. Bailey; Treasurer, Isaac Springer, Secretary, H. W. Cooley; membership small on account of thirty members withdrawing and instituting a lodge at Fort Gratiot last October. The lodge is in excellent financial condition, having about \$1,500 in bonds and in bank as surplus. Also in good social working order.

## THE ORDER OF KNIGHTS OF HONOR

This order is a secret benevolent society, composed of a Supreme, Grand and Subordinate Lodges. It was established in June, 1873, and organized in Kentucky, January 1, 1874, by



persons who felt that the various systems of relief to the families of deceased members, as adopted by other orders, were deficient in important respects, and who believed that an order established with the purpose of paying a death benefit as one of its main objects would meet with approval and success.

The objects of this order are briefly stated by the Supreme Lodge, as follows: 1st. To unite fraternally all acceptable white men of every profession, business or occupation. 2d. To give all moral and material aid in its power to members of the order, by holding moral, instructive and scientific lectures, by encouraging each other in business, and by assisting one another to obtain employment. 3d. To establish a benefit fund, from which a sum not exceeding \$2,000 shall be paid at the death of a member, to his family, or to be disposed of as he may direct. 4th. To establish a fund for the relief of sick or distressed members. Subordinate lodges are composed of members of good social and moral standing, who are admitted upon petition, by ballot, after passing a favorable medical examination. The petitioner must be a white, male person, between the ages of twenty-one and fifty-five.

The order extends into every State in the Union and claims 130,000 members. It paid for the year ending May 1, 1882, no less than \$2,153,000 to families of deceased members. There are about 2,900 lodges. Port Huron Lodge was organized October 3, 1875, and is known as Integrity Lodge, No. 179.

The charter was granted by the Supreme Lodge Knights of Honor of the World, to George K. Nairn, A. A. Whitney, M. D., W. W. Campfield, George Van Epps, A. B. McCollom, William Wastell, A. H. Tibbits, R. T. Yeats, G. C. Meisel, H. R. Mills, R. A. McCarty, Hon. C. F. Harrington, B. Bigsby, A. B., J. C. Woodbury, C. D. Horton, C. J. Rathfon, P. McElroy, J. W. Burns, C. J. Canan, Hon. H. McMoran, M. Walker, J. W. Thompson, Jr., and their successors constituting them Integrity Lodge, No. 179, K. of H., with power to confer degrees of infancy, youth and manhood, and the benefits of the order.

(Signed),

October 13, 1875.

J. A. EGE, S. Dictator.

J. C. PLUMBER, S. Reporter.

The first officers were George K. Nairn, Dictator; R. A. McCarty, Reporter; C. J. Rathfon, Financial Reporter. The first year the membership increased to forty-six. The whole number received into membership to July, is 107, but by suspensions, death and withdrawal cards, the membership now stands reduced to fifty-six. The following have been Dictators, or chief officers of the lodge: G. K. Nairn, Hon. C. F. Harrington, William H. Fyau, A. A. Whitney, M. D., J. H. Sage, C. E. Spencer, J. P. Rice, J. A. McMartin, B. Hillier.

The present officers are as follows: B. Hillier, Dictator; E. Mead, Vice Dictator; D. McKenzie, Assistant Dictator; J. B. Montross, Reporter; A. A. Whitney, Financial Reporter; A. H. Tibbits, Treasurer; David White, Chaplain; R. P. Young, Guide; J. Isabell, Guardian; B. San Jule, Sentinel; A. A. Whitney, M. D., Medical Examiner.

The lodge meets every alternate Wednesday evening in Odd Fellows Hall. A sick benefit of \$4 per week is allowed, at a cost of \$4 a year, and a death benefit of \$2,000, at a cost of \$16 per year, payable about monthly. The order is growing, has increased in membership 20,000 the past year.

#### THE ANCIENT ORDER OF UNITED WORKMEN.

This is an order ancient only in the foundation principles, which are mutual aid and assistance; was first organized in Meadville, Penn., about twelve years ago, and has become so popular with the people that it has spread over the whole United States, and numbers nearly 100,000 members. It is distinctly an insurance order. Each member who has taken the third degree is insured for the sum of \$2,000 for the benefit of his family or friend named. The order in any State numbering more than 2,000 members may, by request, become a separate beneficiary jurisdiction. The association is represented at Port Huron by Temple Lodge No. 121, with F. L. Follensbee, M. W., and J. G. Cobb, Recorder.

#### HUMBOLDT TENT, NO. 284, K. O. T. M.

This tent was organized and received its charter April 14, 1881. Its incorporation was perfected January 23, 1882, and the notice of such signed by John Klaiber, Commander, and Henry Smith, Record Keeper.



*John Howard*





## DIAMOND TENT, NO. 179

This organization is presided over by D. J. Penny, Commander, and R. E. Strout, R. K.

## SONS OF TEMPERANCE.

A division of this order was instituted at Port Huron in March, 1853, to be called Port Huron Division, No. 155. The names of the officers elect are a guaranty sufficient that it came up to the work of urging on the Temperance Car, nobly and efficiently. They are as follows: J. S. Botsford, W. P.; Smith Barns, W. A.; J. C. Forbes, R. S.; W. F. Cloud, A. R. S.; J. P. Minne, F. S.; E. W. Beach, T.; T. B. Carpenter, C.; Henry Kewley, A. C.; C. Furguson, J. S.; W. H. B. Dowling, O. S.

## ST. GEORGE'S SOCIETY OF PORT HURON

This society, comprising residents of English birth or the descendants of persons of English birth, was incorporated July 15, 1874, with Stephen T. Probitt, T. Biddlecomb, S. W. Grindrod, Alfred Rush, Edward Percival, John Saunders, A. H. Rush, T. Fowler, Ed. T. Clifford, Stephen Birley and John Blower, original members.

## ST. PATRICK'S SOCIETY OF PORT HURON.

This society was organized in September, 1875, with the following members: William F. Atkinson, M. H. Fleming, E. Fitzgerald, William Reynolds, Henry Walsh, P. Newell, Matthew Finn, George Phillips, Hugh Doran, Sr., and Patrick Bourke.

## ROYAL ARCANUM, HOPE COUNCIL, NO 23.

This organization is presided over by J. B. Montross, Regent, and C. M. Bentley, Secretary.

## THE A. P. A. SOCIETY, HURON LODGE, NO. 13.

This is a modern organization at Port Huron. The W. M. is D. Robinson, and the Secretary, Rank Phenix.

## THE SOLDIERS' AID SOCIETY OF PORT HURON.

This society was organized in 1862, with Mrs. John Wells first President, and Mrs. B. C. Farrand, Secretary. Among the principal ladies connected with this society, from its organization to its close, were Mrs. Allen Fish, Mrs. H. Fish, Mrs. Newell Avery, Mrs. A. B. Comstock, Mrs. M. S. Gillett, Mrs. A. E. Wastell, Mrs. E. W. Glover, Mrs. E. W. Harris, Mrs. E. White, Mrs. Hamilton, Mrs. H. L. Stevens, Mrs. Bedford, Mrs. J. Haines, Mrs. Talbot, Mrs. W. S. Jenks, Mrs. Spaulding, Mrs. Hoyt, Mrs. Ira Osborn, Mrs. Crawford, Mrs. J. B. Hull. All the ladies of the city assisted in the good work.

## "WILLIAM SANBORN POST" OF THE G. A. R.

This society was organized December 31, 1882, and now has over thirty members, and is steadily increasing. It was named in honor of a brave soldier and esteemed citizen, William Sanborn, now deceased. The officers are as follows: Commander, George R. Nairn, Sr.; Vice-Commander, James Gain; Junior Commander, Frank Whipple; Adjutant, S. H. Avery; Officer of the Day, E. G. Spalding; Quartermaster, Harry Traver; Chaplain, W. F. Ernst; Surgeon, A. B. McCollom; Officer on Guard, G. B. Mann; Sergeant Major, B. J. Karrer; L. M. Sergeant, H. C. Mansfield.

## PORT HURON BOAT CLUB.

This organization may be said to have been carried down from the earlier years of the city, under various names, to the present time. Perhaps there is not, in the wide world, a more inspiring locality to the lover of the yacht or row boat than this city; and it is as creditable to the people, even as it is due to the district, to have such a club; because the want of an organization of this character would certainly be detrimental to a community the members of which are, in all social respects, fully as well organized as the people of the oldest cities in the Union. The officers of the club for 1882-83 are named as follows: T. R. Wright, President; A. R. Ballantine, Vice President; P. H. Phillips, Secretary; James Bradley, Treasurer; James J. Lynn, Captain;

Arthur F. Spencer, E. G. Stevenson and J. B. McGregor, Executive Board. At the date of the election of these officers, April 11, 1882, the organization was, numerically and financially, in a good condition.

#### THE PORT HURON BASE BALL CLUB.

This club is an incorporated society, with a capital of \$5,000. During the season of 1882, the players of this club won a very enviable name in the base ball circles of the country.

#### THE FIRE DEPARTMENT.

The Fire Department of the city is said to be among the first in the State. The Sixth Ward Hose Company was duly organized October 20, 1875, under the name of "Deluge Hose," and the following officers were elected: Foreman, Almond Stevens; First Assistant, Stephen Kaiser; Second Assistant, Archibald Wright; Secretary, John Kendall; Treasurer, John Chambers; Steward, Lewis Owens; Branchmen, Arthur Armstrong, Robert McMannus.

Twenty-six members were enrolled. The action of this newly organized company was brought before the Council for approval, after which it was legally organized and ready for work.

The Port Huron Fire Escape and Hook and Ladder Truck Company, was organized April 8, 1876, with a capital stock of \$200,000. William L. Bancroft, Wallace Ames, James Goulden, Samuel D. Clark, Taylor E. Daniels and N. S. Boynton had 1,200 shares each of \$25 per share.

The department of the present time is in the employ of the city. It is fully equipped and supposed to be equal to meet any emergency which the fire fiend may create.

#### HOTELS.

In the general history the story of the first hotels at Port Huron is told. The principal hotel of the city is the Huron House. It was built in 1871-72 by a local company. The following are the names of the subscribers to the stock of the Hotel Company with the amounts subscribed: N. P., J. H. & E. White (lots), \$10,000; Howard & Son, \$5,000; John Johnston & Co., \$5,000; D. B. Harrington, \$5,000; John Miller, \$3,000; F. L. Wells, \$3,000; William Stewart, \$3,000; J. P. Sanborn, \$1,000; William Wastell, \$1,000; Hull & Boyce, \$1,000; M. Walker, \$1,000; E. Fitzgerald, \$1,000; L. N. & R. A. Minnie, \$1,000.

The changes which have marked the management of this house since it was first opened would make a chapter of themselves. It was well conducted under Mr. Whitney, now of the Pacific Hotel, but for some time its management was so poor, that the whole State had to listen to the complaints of discontented spirits. In the summer of 1882, the hotel was re-opened, and gives evidence of good management.

The Pacific Hotel is conducted by Mr. Whitney. Its location on the northeast corner of Butler street and Huron avenue renders it a most convenient hostelry. The house is heated by steam, and very well ordered throughout.

The Larned House is one of the old hotels of the city. The Thompson House, on Military street, is another of the old hostelries. The Albion House, a new hotel at the foot of Butler street, and a number of smaller houses contribute to render the city complete in its hotel accommodations.

#### MANUFACTURING INDUSTRIES.

Under this head may be grouped the dry docks, iron works, controlled by James H. Fitzgerald; Excelsior Brass and Iron Foundry, by Rudge & Round; Barnett & Blair's iron works; W. W. Smith's plow factory; the ship building industries of Stewart & Carleton, Dunford & Allison and Edmond Fitzgerald; the Port Huron Gas Light Company; the planing mills of Ames Wallace, August Berhand and Charles Wilson & Co.; the lumber factories of Fred L. Wells, Brooks, Joslyn & Co., and Beard & Co.; the flouring mills of McMoran & Co., Guy Kimball, John Holt and D. G. Williams; the marble works of Alexander J. Grant; the industries operated by John Howard, Johnson & Figgs and William Buckeridge's wagon and carriage manufacturers, with a number of smaller industries.

Among the incorporated companies of the city, noticed in the county records, are the following:

The Hale Manufacturing Company was incorporated in November, 1874, with O'Brien J. Atkinson, Henry Howard, W. P. Hale, O. L. Jenks and H. G. Richards, Directors. The capital stock was \$30,000.

The Port Huron Dry Dock Company was incorporated October 7, 1871, with a capital stock of \$100,000, half of which sum was then paid in. The names of stockholders were: Archibald Muir, \$32,000; Abijah W. Smith, \$32,000; Alexander Stewart, \$4,000; William Livingstone, Jr., of Detroit, \$25,000; and William Livingstone, Detroit, \$7,000.

The Detroit & St. Clair Steamboat Company was incorporated, under authority of Legislative Council, April 15, 1833; with Thomas Knapp, Barnabas Campan, Henry Howard, F. G. Wilcox and James Abbot, Directors.

The Black River Steam Mill Company was incorporated December 5, 1834. It appears, from the preamble to the act, that Phineas Davis, Enoch Jones, Bartlett A. Luce, Frederick H. Stevens, E. Bingham, John Clark and Jonathan L. King were creditors of Francis P. Browning, who owned real estate on Black River with a steam saw mill and water mill thereon. They sought to purchase this property from the heirs of Browning, and, by continuing the business there, so save themselves from loss.

The Port Huron Transportation Company was incorporated May 12, 1881, with William Jenkinson, Eliza M. Jenkinson, Jennie Jenkinson, William R. Soutar, H. C. Hope and Charles Clansen, original stockholders. The capital stock was \$50,000.

The Port Huron Oil & Mining Company was formed November 1, 1881, with John W. Twiss, Frank Whipple, Jacob P. Haynes, S. W. Smith, D. A. Cameron, George P. Voorheis, Charles A. Ward, H. R. Mills, A. N. Moffat and L. E. Snively, stockholders. The capital stock was \$50,000, of which sum \$4,000 were paid in at date of organization.

The Mills Transportation Company was formed February 4, 1873, with a capital stock of \$250,000, divided into 10,000 shares of \$25 each. Nelson Mills, of Marysville, held 2,812; Barney Mills, 938; August C. Gray, 1,250; Henry McMoran, Port Huron, 2,500; and Charles Neal, Bay City, 2,500 shares.

The Bottsford elevator, above the waterworks, was one of the first structures to mark the return of prosperity to this section of the country. It is an immense structure, well located to meet its uses, and one of the monuments to the business activity of our times.

The Banking establishments of the city are the Commercial, the National, Boyce's private banking house and the Port Huron Savings Bank. These financial houses are ably managed, and enjoy the full confidence of the people.

The city boasts of large business houses; notice of which is given in other pages.

In the pages devoted to personal history, references are made to the men who built up the manufacturing, shipping and commercial interests of the city.

The River Street Planing Mill is a two story frame building, 100x100 feet, and was built in 1876 by Wallace Ames. In 1879, it passed into the hands of its present owner, E. B. Taylor. Doors, sash, blinds, moldings, and, in fact, all kinds of wooden building material are manufactured there, giving employment to thirty men. The buildings and machinery cost \$20,000. In 1882, the business amounted to \$30,000, and this year will increase ten or fifteen per cent.

Henry Howard & Co.'s saw mill is located at the mouth of Black River, and is one of the largest manufactories in St. Clair County. The mill is two stories high, 34x120 feet, and was built in 1876 by W. B. & J. Hibbard. In 1879, it passed into the hands of Henry Howard & Co., the present proprietors. Mr. Howard is Mayor of the city, a leading Republican, and has been a member of the Legislature. He is also a prominent vessel-owner. The amount of lumber, lath, shingles, etc., sold by this firm in 1882 amounted to \$120,000, and in 1883 the business will, it is supposed, reach \$150,000.

Brooks, Joslyn & Co.'s saw mill, on Black River, is also one of the most extensive institutions in this city. The mill is built of frame, two stories high, 30x120 feet, with brick engine house, and was erected in 1880. The cost of the mill and machinery was \$20,000. Thirty-five men are employed throughout the year. During the winter this firm engages in lumbering, and employs 100 men.



Love & Schindell's boiler shop is one of the rapidly growing establishments of Port Huron. They commenced business in 1876, near Dunford & Alverson's dry dock, but in 1880 they erected a new shop, 60x100 feet, on St. Clair River, at a cost of \$4,000. Love & Schindell do general marine work, and their boilers are rated high by vessel men. Thirty men are steadily employed.

The Port Huron Dry Dock Iron Works were established in 1876 by James H. Fitzgerald and Henry Burton, but the latter retired in 1878. These works are located on St. Clair River, the buildings being of frame and two stories high. The machinery and buildings cost about \$7,000 and twenty men are employed. Most of the machinery in the large vessels are overhauled at these works. The proprietor, James H. Fitzgerald for several years sailed on the lakes, and is a thorough engineer. In 1881, about \$20,000 worth of work was sent out, and this year the amount will increase to \$30,000.

#### LUMBER YARDS

The largest lumber yards are owned by Peter Hill, John Hill and John Jenkinson, all being located on Black River. The lumber, lath and shingles handled by these dealers comes principally from up-shore ports.

L. L. Wells' saw mill, on Black River, west of Seventh street, is a thriving industry, furnishing employment to thirty or forty men.

#### LIME KILNS.

S. T. Probert is the largest manufacturer of lime in this section, and he ships several thousand barrels each week. Deballah Spaulding has the next largest lime kilns. Both are situated on Black River.

#### WAGON AND CARRIAGE FACTORIES.

George Miits, whose factory is located on Water street, manufactures heavy and light wagons and carriages.

The carriage factory owned by Asa H. Wright, also located on Water street, is another growing industry. A superior carriage is manufactured there, and although the establishment is not very large, the proprietor competes with the largest institutions in the country.

#### DRY DOCKS AND SHIPYARDS.

The Wolverine Dry Dock was built in 1875 by Carleton, Stewart & Co., and is conveniently located near the upper end of St. Clair River. The total length is 205 feet, breadth 45 feet and depth of water over miter sill 14½ feet. Total cost, \$24,000. After its completion, several large vessels were built. In 1881, it became the property of the Wolverine Dry Dock Company, and is now owned by that company. During the past two years, the work has been almost exclusively confined to rebuilding large craft, but the company intend to build vessels. One hundred men are constantly employed.

Dunford & Alverson's dry dock is one of the oldest in Michigan. It is situated on St. Clair River, adjacent to all the docks. It was built in 1860 by Archibald Muir & Co., and cost \$80,000. Some of the largest vessels on the lakes were built at this dock. In 1880, it was sold to Dunford & Alverson, the present proprietors. Between eighty and ninety men are employed. The frame of a large craft is now on the stocks. No ship-builders in Michigan have a better reputation than Dunford & Alverson.

#### THE PHENIX IRON WORKS.

The largest foundry in the city is situated adjacent to the Chicago & Grand Trunk and Port Huron & Northwestern Railways, and facing St. Clair River. The business was first carried on by W. S. & N. Jenks, in a frame building built in 1857, when ten men were employed. In 1861, this building was destroyed by fire. In the same year large brick buildings were erected and named the Phoenix Iron Works. In 1882, the business amounted to \$125,000, and this year will, it is said, increase to \$175,000. The new works and machinery cost \$95,000, and seventy-five men are on the pay-roll. Special attention is given to machinery



The day succeeding may be characterized by extremes of heat and cold. The weather is very treacherous; but throughout the year, the resident knows, should the visitor fail to realize the fact, that under no other sun can a more agreeable clime be found than here where the vanished pines give place to a prosperous city.

The city was a base of supplies for lumbermen and raftsmen during the great lumber era. It is now the depot for the neighboring farmers. Every class of goods required in the pineries, or anywhere in the vicinity, can be found in the stores and warehouses, which are being constantly added to as business increases. The legal, medical and clerical professions are well represented. In the biographical sketches, the personnel of many of the most prominent of these may be found. The history of the county is inseparable from that of the city. Some points, however, of special interest to the residents of the city, will be presented in this connection. The building of a city at the point was not the result of a deliberate plan or scheme, no one contemplated such a thing; but being at the end of a road by the rapids, and at the foot of a long stretch of smooth water, it naturally became a depot and an entrepot for supplies, and so the town grew. The panic of 1857, it is believed, worked material injury to the progress of the village, as also to that of the county. Few came in, from this year until after the close of the war. Financial stringency produced a practical of the lumber interests, and consequent stagnation of business. There was comparatively no farming of consequence, and less trade. The value of farm products depreciated, and prices of commodities increased correspondingly. The effect of these anomalous conditions were perceptibly visible, not alone at Port Huron and St. Clair, but also throughout this portion of the lumber district. Impoverishment, if not ruin, stared many in the face, and escape therefrom was only accomplished after trials no pen can adequately describe. To the close of the war, both increase in population and the number of improvements were nominal. As one who is familiar with the fact asserts, there was not to exceed forty heads of families who came into the county during the period between 1857 and 1865, who remained permanently. Others visited the vicinity, but, having canvassed the probabilities of the future, decided against remaining, and went elsewhere. Improvements continued to be made, and brick blocks were substituted for the inconvenient and contracted quarters erected before Port Huron became a city. They were on a scale of finish and capacity almost equal to any east of the lakes, and were eminently adapted to the displays of stock made therein. The dwellings were also of a more modern type than any of moment previously erected, and added to the appearance of the city in their neatness and finish. A musical association was organized and gave concerts occasionally, by particular request, at Harder Hall, and the praiseworthy efforts of the society evoked a murmur of surprise at the "quantity and quality of musical talent" that was wasting in the city. Another success scored during the spring was the organization of a fire company, the first in this city. This grew out of the constant alarms of fire raised, it is said, almost daily within the city limits. Its repetition produced an effect upon the public mind, and those who owned property began to fear that the streets of Port Huron would some day be made desolate. In February, three buildings caught fire, and were only saved by the greatest exertions. Later in the month, an alarm from opposite portions of the city was sounded, and both houses were destroyed. The bucket brigade, with axes, comprised the department at that day, and their labors were considered as feeble in opposition to elements against which only almost inexhaustible resources can combat. The loss that would some day accrue, if measures were not taken without delay to prevent it, would be in the nature of a calamity, the reparation of which would be difficult, if not impossible. There was material in the city out of which to organize hook and ladder and engine companies, and before it was too late the citizens decided to do this. The membership was made up of young men, and for once in the history of the human family, to be youthful was a condition of felicity superterrestrial.

In closing this sketch of a city, which contains within itself all the qualities to render it populous and prosperous, it is but just to point out the great requisites of our time. Owing to its central location, with reference to the important producing and shipping interests, it has become the point from which the major part of these are managed. Hence, it continues to grow in wealth, population and business, despite the neglect of its people in the matter of or-



ganized effort to promote its advancement. Its growth without such effort but indicates what its progress might have been, if the stimulus of systematic work on the part of leading property owners and business men to promote its welfare were applied to the development of its natural advantages. The compiler is no chronic fault-finder, but sees so clearly what is lost by remissness in this respect, that he cannot help deploring the want of united action to send the town rapidly forward. He knows that nothing but such action is needed to place Port Huron in the front rank of Michigan cities, as the manufacturing and commercial center of a rich region, and in point of population. The business men are the peers of any to be found in the country in enterprise, liberality, business sagacity and pluck, but the trouble appears to be that they are so absorbed in large undertakings, not dependent upon the prosperity of the municipality, that its material prosperity is but a secondary consideration with them. The city needs more manufacturing establishments of various kinds to insure permanent prosperity, by bringing up skilled artisans, whose labor would increase the wealth of the place; but there is no encouragement offered those to locate here, save what is held out by our natural advantages, while there is nothing done to advertise these to the world. Hundreds of cheap, comfortable homes, to accommodate men of small means who are obliged to rent are needed. There are being tens put up where hundreds are wanted, and these by persons who intend occupying the buildings themselves, thus but indirectly relieving the pressure that has crowded a large portion of tenements in the city to an extent destructive alike to the health and comfort of their occupants. We might lengthen out this list of "needs" indefinitely, all of which tend to retard the advancement of the town, and many of which exist only because of the lassitude of the people where the welfare of the city is concerned.

Marysville, or Vicksburg, as it was formerly called, is situated on the St. Clair River, six miles below Port Huron, and the same distance above St. Clair. It contains a population of about 300. It has three steam saw mills, one hotel and a Methodist Church. Some ship-building is carried on here, Marysville being the headquarters of the Mills Transportation Company, which has a capital of \$250,000—\$70,000 paid up. The Lake Shore line of boats stop at Marysville daily, and it has a daily mail the year around and also telegraphic facilities.

#### PERSONAL HISTORY

History is a relation of facts, while biography is actually a history of the lives and characters of the men who caused such facts to have an existence. One should be inseparable from the other; and so apparent is this, so apparent has it been, that for some years we made it a practice to deal fully with the people who have made subject for the histories of our counties; and particularly with those whose intelligence now guides them to place confidence in our work—to realize its value, to take an especial pride in its success. In the following sketches it will be evident to the reader that an effort has been made to deal fairly with the people of this city. We owe them a *bona fide* history, for the special support they have given the work; we owe them our thanks for the hearty co operation extended to ourselves and to our employes.

#### EDWARD PETIT.\*

Edward Petit was born February 7, 1813, in a log house built by his father, near the foot of the present Court street, Port Huron.

He was the oldest and now only living son of Anselm Petit. His mother was Angelique Campau, daughter of Simon Campau and Angelique Bourdon, from Quebec. Mrs. Campau, the grandmother, was one of fourteen children, seven sons and seven daughters. She died at the house of Lebby Campau, in Detroit, aged ninety-six years.

A daughter married one McDougal, who kept slaves—two of them, named Jo and Callette—may be remembered by persons now living in Detroit. Callette, after the death of her mistress, went to live with Lebby Campau, at whose house she died. When Mr. Petit was but a few months old, the family was obliged to flee for safety to Detroit, where they remained till the close of the war (1812), when they returned home, and his father assisted in building Fort Gratiot.

About the year 1821, Mr. John S. Hudson and wife, Mr. and Mrs. Hart and Miss Osmer

\*This biography is taken from Mrs. B. C. Farland's historical paper.

opened a missionary school at the fort, for the benefit of the Indians and any that chose to attend. The first year they met with poor success, the Indians wholly refusing to receive instruction, believing or fearing that the missionaries wished to enslave them. But after getting an interpreter, named Javerodd, the school numbered some fifty or sixty, and was continued three years, until the missionaries were removed to Mackinaw. Thirty of the Indians followed them thither, thus proving their attachment to these self-denying, good people.

At this school Mr. Petit took his first and only lessons, which were learned in a box of sand. Each pupil was provided with a sharpened stick, and formed letters in the sand after a copy placed upon the wall. After the inspection of the teacher, the work was rubbed out and another trial made.

What a change have these fifty years witnessed!

The chief amusements of Mr. Petit's boyhood were those of the Indian—hunting and fishing.

The Indians were very numerous, and from them he learned their language—French being the language of his parents, and English settlers coming in, he learned simultaneously the French, Indian and English languages, all three of which he now speaks with fluency—and on this account, as well as his enterprising spirit, he was well calculated to trade for the fur companies, and in that trade he was employed almost from boyhood.

He well remembers the visits of old Father Badin at his father's house, and in 1828, at St. Ann's Church, in Detroit, he received the sacraments of the Roman Catholic Church from the hands of Pere Richard.

During that year, and at only fifteen years of age, he engaged in the Indian trade and spent the winter on the Canadian side, near the Sauble. He took supplies of shot, powder, calicoes and blue broadcloth, one and three-fourth yards of which was called a blanket. The Indians gave for them maple sugar and furs—otter, beaver, mink, marten and bear skins. Of the early visits of the steamer Superior, he has a distinct recollection. About four times a year she was accustomed to visit this place for wood, dry pine being deemed the only wood suitable for steamboats. A Mr. Hatch had a contract to supply the wood.

The captain of the boat charged all who went on board to visit her one shilling each. "Our whole family," says Mr. Petit, "visited the boat, and going on board, stood in mute admiration of the most beautiful thing we had ever seen. We thought we were in heaven."

When in the Indian trade, in the employ of Gurden and Ephraim Williams, then of the fur company, Mr. Petit had a post on the Cass River, at a place called Skop ti-quan-nou, making a very short bend in the river, shaped like a horseshoe. The Indians on that river were numerous and unusually intelligent. The traders had plenty to eat, and plenty to do looking them up and bartering with them.

Special interest had been awakened by the failure of all the traders to find an encampment of five or six families of Indians who had been gone all winter, and must necessarily have great quantities of furs, or skins as they were called. Party after party went out and returned, not having found them. The head of this camp was Tawas, a cunning old fellow, one of whose sons had blue eyes.

Young Petit resolved to secure this prize, if perseverance would accomplish it, and started out with provisions on his back for a week, together with articles for barter. He took with him as guide an Indian with one arm. The other arm had been sacrificed to the revenge of the Indians, who had shot him because he had murdered his own wife at la Riviere Delude.

The two started off and passed over to Sebewaing, then following round the lake came down to the place now known as White Rock, where they encamped, after making for themselves a lodge of bark. Before morning, a drenching rain set in, and with nothing to cheer, and only one loaf of bread remaining, they set forth renewing their search, which was rewarded after a tramp of five miles. Tawas and his families were found preparing to make sugar. They had brass kettles of all sizes, which had been given them by the British Government. They had selected this spot on account of its facilities for fishing. When found they were almost in a starving condition, having no food at all except moose tallow scraps. Petit divided with them his only loaf, and in return shared their hospitality in the shape of scraps of moose tallow for

several days. He purchased, during this time, 500 marten skins at \$1 each, which were readily sold at \$2. Only the finest of the furs could they take away. The coarse ones were left for later traders; and, returning to camp rejoicing, his wages were quadrupled by his employers.

Another winter, while in the Indian trade, he was three months with only one man for company, on the Canada side of the lake. Getting short of provisions, he sent the man forty miles, to Goderich, for food. The snow fell during his absence, and was so deep that return was impossible. The bread and crackers gave out, and he had nothing left but whole corn, without any salt. After some days, an old Indian came in from the hunting-grounds on the Thames, bringing on his back a basket he had made from elm bark, filled with honey, found on his way in a tree. After that, to use his own expression, they "lived first rate on corn and honey." As soon as the sun came out so as to melt the snow and form a crust, the man who had been sent for food returned on snow-shoes, and soon four Frenchmen came out, bringing relief to the starving trader.

It was in this vicinity, on the Sauble, about forty miles from Sarnia, that he observed the ruins of an ancient house.

Pacing the site, he found it to have been forty by twenty four feet on the ground. On the middle of the south or gable end, was a chimney eighteen feet high, in excellent preservation, built of stone with an open fire-place. The fire-place had sunk below the surface. This ruin had a garden surrounding it, ten or twelve rods wide by twenty long, marked by ditches and alleys. And most remarkable of all, even wonderful, inside the walls of the house a splendid oak had grown to be three feet in diameter and sixty feet high, without a limb and perfectly straight. It seemed to be of a second growth, and must have been 150 years in reaching the proportions observed. On inquiry of an aged Saguenay chief,\* eighty four years old, he stated that a white man built the house at the time his great-great great-grandfather lived, and that white people lived then in all the country round; that they were not Frenchmen, and that everything, no matter of how great or small value, was sold for a peminnick, meaning dollar.

Who could these generous white men of the north have been?

After so varied an experience in border and Indian life, Mr. Petit, scarcely past middle age, resides in the place of his birth, blessed with ample means, the fruit of his own industry and well-directed enterprise.

He is a zealous member of the Congregational Church, and lives to enjoy the luxury of doing good, and to help build up those institutions of benevolence and Christianity which, in so short a period of time, have changed the wilderness, where only the swarthy Indian roamed, to the city whose schoolhouses and churches guard and develop the intellectual, moral and religious culture of its thousands.

For the facts and incidents of the foregoing sketch of early French settlers of Port Huron, I am largely indebted to Mr. and Mrs. Petit, and their only daughter, Mrs. Louise Petit Smith.

## PORT HURON.

**THOMAS AISTROP**, farmer, Section 20, P. O. Port Huron, is a native of England, and was born November 9, 1817. Upon reaching manhood he came to Canada in 1839, and lived there until 1852, when he came to this county; bought the land where he now lives, and settled upon it, and cleared it, and made his farm, which contains fifty acres, and has lived here thirty years. In 1841, he married Miss Mary James, a native of England; they have four children—John, Jane, Edward and Lottie; they have lost four children.

**JOHN ALLEN**, farmer, Section 7, P. O. Port Huron, is a native of New Hampshire, and was born in Cohoes County, May 6, 1816, he lived there until March, 1846, when he came to St. Clair County and settled in Port Huron, and engaged in lumbering, and was connected with that business until 1862. He bought the farm where he now lives in 1858, and since then has lived here and has been engaged in farming, and owns a

\* Omick Nick.



good farm of eighty acres—well improved. He has held office of Road Commissioner and school office. He married Miss Phebe Patridge October 11, 1849; she is a native of Pennsylvania; she came here in 1837 with her parents, who were early settlers here. They have nine children—Clara, Albert, Herbert, William, Edgar, Hattie, Minnie, Annie and Ida.

THOMAS A. ALVERSON, of the firm of Dunford & Alverson, ship builders, is a native of Wyoming County, N. Y., and was born August 7, 1844; his parents came to Oakland County, Mich., in 1845; he attended school and afterward began learning the trade of ship carpenter. He was foreman for Charles Mears, and was also foreman for Rust, King & Co., at Saginaw. He came to Port Huron in 1874, and was foreman of Fitzgerald's shipyard between two and three years, then engaged in business with his present partner; they employ from 100 to 200 men at certain seasons of the year. In 1879, he married Miss Mary Hannah Travis, a native of Canada; they have one son, Homer. Mr. Alverson's father is eighty-three years of age, and his mother seventy-three years of age; are both living with him.

CYRUS ANGEY, farmer, Section 31, P. O. Marysville, is a native of Canada, and was born below Montreal, December 12, 1829. He came to this State in 1848, and engaged in lumbering; he was in the employ of Nelson Roberts for eighteen years. In 1871, he bought this farm and since then has been engaged in farming. He married Miss Mary Roberts, daughter of Nelson Roberts, in 1854; she died in 1861, leaving three children, only two survive—Louie and Rosa. In 1870, he married Miss Matilda Parket, of Montreal, Canada.

WILLIAM C. ANDERSON, dealer in wagons and agricultural implements, is a native of Canada, and was born August 3, 1853. His parents came to Michigan during his early childhood and he grew up and received his education in this State. The business of Anderson & Co. was established in 1874; their retail trade extends over St. Clair, Sanilac and Huron Counties, and their jobbing trade extends through the north-eastern part of the State, and to the Upper Peninsula. They have the agency of the Studebaker wagon's and Wood's mowers and reapers, and have a large and extensive trade, and also have a large trade in other agricultural implements, and transact the leading business in this section of the State. This firm has branch houses at Minden and Marlette, where they carry a full stock of goods for their trade. Mr. Anderson was united in marriage January 5, 1880, to Miss Ida F. Board, daughter of the late James Board, an early settler, and one of the most successful business men of St. Clair County. Mr. and Mrs. Anderson have one daughter.

O'BRIEN J. ATKINSON, attorney at law, is a native of Canada; was born in the city of Toronto, May 24, 1839, and came to this State in 1854. Attended school here and entered the State University at Ann Arbor, where he completed his literary education. He studied law and was admitted to the bar in 1861; then engaged in the practice of law in Port Huron, and since then for the past twenty-two years has successfully practiced his profession here. Mr. Atkinson is a hard student and has won an enviable reputation for ability and eloquence as a pleader, and is a leading member of the legal circles of the State. Soon after being admitted to the bar, he was elected Prosecuting Attorney of this county in 1861, and held that office four years, and has held town and school offices, and is now President of the village of Port Gratiot. He is not an office seeker, but devotes his energies to his profession. Mr. Atkinson was united in marriage, November 4, 1862, to Miss Mary M. Jones, of Port Huron. His brothers, Col. John Atkinson and W. J. Atkinson, were formerly connected with the press and bar of this county.

B. D. AUSTIN, Superintendent of the Board of Public Works, is a native of Jefferson County, N. Y., and was born September 10, 1824, his parents came to Canada during his boyhood; after reaching manhood he came to St. Clair County in 1850, and settled in the town of Clyde and engaged in lumbering and farming. He has lived in this county, and been engaged in and connected with the lumber trade for one-third of a century. He has held the office of Commissioner of Highways and school offices, and is now Superintendent of the Board of Public Works. In 1847, he married Miss Mary Ann Bentley, a native of Canada. She died in June, 1865, leaving four children—Edward E., is freight agent of the P. H. & N. W. R. R.; James D., is with his father; Martin M., in railroad business in Minnesota; Maynard B., clerk in railroad office, Chicago. Mr. Austin married Mrs. Harriet Smith, a native of England, January 31, 1866. She has two sons—Stanmore Perley, clerk in railroad office, Chicago; Joseph W., machinist at Saginaw.

A. R. AVERY, attorney at law, is a native of Canada, and was born November 14, 1846. He attended school there and came with his parents to St. Clair County in 1862. He attended the schools here and then entered the normal school where he completed his education and afterward engaged in teaching. Studied law and was admitted to the bar in December, 1871, after his admission he attended course of lectures at the law department of the State University. In the spring of 1872, he came to Port Huron and engaged in the practice of law, and since then has successfully practiced his profession here. In the fall of 1872, he was elected Circuit Court Commissioner, and in the fall of 1874, was elected Prosecuting Attorney, and in 1876 was re-elected to the same office. Mr. Avery was united in marriage to Miss Martha Locke, a native of Sanilac County, Mich., July 22, 1866. They have three children—Henry A., Minnie and Kittie.

STEPHEN H. AVERY, Deputy Collector of Customs, is a native of Canada, and was born May 18, 1844. He attended school there and came to Port Huron in 1860. After the war broke out, he enlisted in Company K, Twenty-second Regiment Michigan Volunteer Infantry, and served about three years. After the war he returned here, in 1875, he was appointed Deputy Collector of Customs, and since then for the past seven years has held that position. He is connected with the State Militia, and is Captain Company F, Third Regiment Michigan State Troops. In 1867, Mr. Avery was united in marriage to Miss Emma Potter, a native of St. Clair County. They have four children—Howard, Nettie, Grace and George.

WILLIAM H. AVERY, engineer water works, is a native of New York State, and was born in the city of Buffalo, February 7, 1837. He learned the trade of machinist; after reaching manhood, came to Michigan and located at Jackson. He held the position of engineer in charge of the Jackson water works for several years; and came to Port Huron in 1873, when the water works was put in, he was appointed engineer in charge,

and since then for the past nine years has held that position. Mr Avery married Miss Mary Maitland, of Guernsey County, Ohio, January 29, 1859, they have three children—Matthew Stanley, James Edward, Olivia Tracy.

**CHARLES BAER**, merchant, dealer in groceries, corner Huron avenue and Bard street, is one of the oldest and most successful business men of St. Clair County. He is a native of Germany and was born in the city of Dresden, the capital of the Kingdom of Saxony, January 26, 1831, he grew up and lived there until eighteen years of age, during which time he attended the common and commercial school in that city, after ward became clerk in a grocery store there. In May, 1849, a rebellion broke out in Dresden for the purpose of establishing a Republican government, in which he took an active part, the rebellion being not successful, he emigrated to America, and arrived in New York in August, 1849. He lived in Buffalo, and in 1851 came to Detroit, and was engaged in the grocery trade there. While living there, he married Miss Ernestine Pilguk on the 23d day of September, 1855, a native of Leipsic, Germany. In April, 1857, they came to Port Huron and established his present business, and since then for a period of twenty five years he has carried on the business here. He and Judge Saunders and Fred Weyers are the oldest merchants now in this line of business here, during that time he has always lived in the First Ward. He has for the past two years been engaged in the bottling business and has built up a good trade. When Mr. Baer began life, he had nothing, and his success is owing to his own efforts and good management. He owns the property corner Huron avenue and Bard street, where he lives and carries on his business, and owns a valuable farm, five-stones and seventeen houses, besides the houses and a store he is building this year. He has been a Director in the Port Huron Saving Bank since its organization, and is a member of the Board of Estimates of the city. Mr and Mrs. Baer have five children—Flora, now Mrs. Beardsley, of Stanton, Mich. Clara, Oscar, Charlie and Lilly.

**J. WARREN BAGLEY**, farmer, Section 29, P. O. Port Huron, is a native of St. Clair County, and was born in the town of Port Huron, November 14, 1839. His parents, Jesse and Johanna Bagley, were among the earliest settlers here. His father died in 1865, and his mother died December 28, 1878. He grew up and attended school here, and since his father's death has been engaged in farming here. In December 1862, he married Miss Jane Corey, of Marysville. They have one daughter, Lucy.

**FRANK A. BAILEY**, manufacturer and dealer in confectionery and ice cream, is a native of Ohio, and was born in Cuyahoga County, November 15, 1812, his parents came to Michigan when he was only ten years of age, and he grew up in this State. After coming to Port Huron, he established his present business in July, 1857, and since then has carried on the business here, and is the only person in the business here who manufactures all of his fine confectionery, and he has the leading trade. Mr. Bailey was united in marriage to Miss Emma Atherton, a native of Adrian, Mich., August 15, 1871. They have one daughter, Bertha.

**HORACE BAKER**, Clerk of the Circuit Court, was born in Orange, Essex Co., N. J., February 8, 1829, he came to Detroit in 1838, remaining three years, and went to Oakland County. He attended school in Detroit, where he had two uncles, and received his education there, when twenty one years of age, he came to Port Huron and went to work for James W. Sanborn, for five years was a clerk in the store of E. R. Sweetser, the first year worked for \$100 and his board, in 1856, he engaged in clothing and general business, and continued for three years. He engaged in general mercantile business at Brockway Centre and continued there seven years. In 1878, was elected to his present office, and in 1880 was re-elected to the same position, also re-elected in 1882 for third term. He held the office of City Treasurer for four years. Mr. Baker was united in marriage October 24, 1855, to Miss Mary A. Minnie, daughter of Joseph P. Minnie, one of the old settlers of this county. They have six children—Minnie A., Mary E., Hattie A., Fred A., Josephine A. and Horace Edgar.

**THOMAS BALKWILL**, wagon manufacturer, is a native of Canada, and was born in Toronto November 2, 1833, grew up and learned his trade there. Located in Port Huron in 1863, and worked at his trade of carriage painter for six years; then engaged in wagon making, and has carried on the business since. In 1869, he married Bridget Ann Ryan, of this place. They have three children—Lizzie Anna, Willie.

**S. L. BALLENTINE** of the firm of S. L. Ballentine & Co., merchants, is a native of Calais, Me., and was born November 3, 1815, his parents came to Michigan when he was only twelve years of age, he spent three years on a farm, and in 1859 entered a store at Almont, and attended the high school. The following year, came to Port Huron and entered the store of Wallace & Gibson as clerk, and remained with this firm and with Charles P. Noyes & Co., who succeeded them until 1867, when the latter firm sold out their business to Mr. Ballentine and his brother David, the firm being S. L. & D. Ballentine, they continued without change until the death of David, which occurred July 13, 1874. Mr. Ballentine continued the business until February, 1881, when his nephew, Albert R. Ballentine, was admitted a partner, and the firm became S. L. Ballentine & Co., dealing largely in dry goods, boots and shoes, and clothing, and they have a large established trade, and their sales will reach \$200,000 the present year. They carry a large stock and have long taken the leading position in the business here, and have built up quite a clothing trade. Mr. Ballentine is a stockholder and a director in the Commercial National Bank, and was one of the original incorporators of the Narrow Gauge Railroad, and one of its directors, and is actively identified with the commercial interests of the city and county. Mr. Ballentine was united in marriage November 7, 1868, to Miss Caroline L. Farrand, daughter of B. C. Farrand of this city. They have four children—Eugene M. Allen, Carrie Whitman, Catharine Forrest, Edward Farrand.

**WILLIAM LYMAN BANCROFT** was born at Martinsburg, Lewis Co., N. Y., August 12, 1825. The family moved to Michigan when William was seven years of age, and he received his education at the high school of Mr. D. B. Crane, well remembered by many of the old residents of Detroit, and at the then famous Amherst, Mass. Academy. His early ambition was for the study of law, but the vicissitudes of business took his father to Milwaukee, where we find William in 1842 in the office of the *Commercial*, a newspaper of that then thriving village. But Mr. Bancroft appears to have felt more at home in Michigan, for two years later



he had established himself as editor and proprietor of the *Observer*, at Port Huron, where he remained until 1848. An opportunity then opening for him to enter upon the study of his chosen profession, he pursued it with assiduity and success under Hon. W. F. Allen, then of Oswego, N. Y., and afterward Judge of the Court of Appeals of that State. Returning to Port Huron in 1851, Mr. Bancroft at once entered upon a lucrative practice, with every promise of gaining rapid distinction in his profession. Years of toilsome study however told upon his eyesight, and culminated in chronic inflammation soon after he entered upon his practice, recurring with every renewed attempt at business. In 1854, his office, library and all his papers were destroyed by fire, and in 1857, to avert total blindness, Mr. Bancroft abandoned the profession. Soon afterward Mr. Bancroft established in Port Huron its first banking office, which was subsequently that of John Miller & Son, and is now merged in the First National Bank of that city. he was also engaged in the lumber business with very successful results. But it is the connection of Mr. Bancroft with the railroad enterprises of Michigan which entitles him to a prominent place in our category of her representative business men. We believe that few even of our ablest men would have faced the difficulties he encountered in pushing forward a great public project, and that there are fewer still who would not have failed where he succeeded. The story of the road may be briefly told, as a fine illustration of what one man can accomplish even under circumstances the most adverse, and against influences the most powerful, in advancing a public enterprise and also as comprising some of the most interesting portions of the history of railroads in Michigan. What now forms the eastern division of the Chicago & Grand Trunk Railroad was part of a scheme of internal improvement originated by the State and abandoned in the days of its early financial embarrassment. It was then undertaken by a company under a special charter, while a new organization covering a part of the same line was formed, and failed, and passed under foreclosure. Meanwhile, the railroad interest of the State had grown to a vast power, including over two thousand miles of road. At that time the policy of the old roads was determined hostility to all new projects, while parties identified with some of the former dominated the political power of the State. The Port Huron & Lake Michigan Railroad was thus likely to pass under the control of interests inimical to Port Huron and Northern Michigan, when in 1865, Mr. Bancroft was induced to undertake negotiations in New York, which resulted in relieving the project of all entanglements, and placing it under control of parties along the line. The scheme of municipal aid to railroad corporations was then new in Michigan, but it was popularly favored as a means of compelling large and avaricious land owners to contribute an equitable proportion toward needed improvements, and as the only available resource for securing the improvements themselves. Mr. Bancroft canvassed several counties and found the people ready to undertake for themselves what they had so long waited in vain for others to do for them. Legislation was necessary, and was secured at the session of 1865, but hostile interests clogged it with conditions not only injurious but inimical to the project. However, good use was made of it, and Mr. Bancroft then determined to make the enterprise a through line to Chicago. With that view he entered into informal affiliations with the Peninsular Company; at the next session of the Legislature, a municipal aid bill was passed, but vetoed by the Governor. Existing corporate interests united with politicians to sustain the veto. Notwithstanding, work was resumed in the spring upon the road which the veto was drafted to defeat, popular sentiment resulted at the next session, in a general law authorizing municipalities to aid railway enterprises. This gave a new impetus to the work, and Mr. Bancroft concluded contracts for rails and equipment covering the entire line from Port Huron to Chicago. Then came the decision of the Supreme Court declaring the aid law unconstitutional, this was followed by the failure of Eastern contractors of the company, and finally, its western adjunct sought new affiliations, and was soon enveloped in clouds of embarrassment. Still Mr. Bancroft literally single handed, pushed on his road and completed it to Flint City, a paying point. Subsequently the Port Huron & Lake Michigan, and the Peninsular were consolidated, and only about fifty miles remained to be built to make a through line. The panic of 1874 next occurred to delay Mr. Bancroft's hopes, and thwart his plans. In 1876, however, he built the road between Flint and Lansing, completing the through line. The general business depression of the country, has, of course, had its effects upon this road, but it will remain a lasting monument to Mr. Bancroft's enterprise and perseverance. Mr. Bancroft has held many positions of honor and trust, having been Secretary of the State Senate, Postmaster of Port Huron, Member of the House and Senate, as well as candidate for Secretary of State and for Congress. He was elected the first Mayor of Port Huron, and organized its city government; he was also for eight years Collector of the Port, and initiated the movement which resulted in constituting a new collection district. In politics, Mr. Bancroft has always been a Democrat of the conservative school, and has stood high in his party's counsels. He has been a member of its State and National committees, and three times a member of its National Conventions. He is a warm, unselfish friend, and a lively opponent. As a writer he wielded for years an influential pen in the politics of the State, while as a speaker he ranks among the best. His campaigns usually kept his opponents quite busy, and are remembered by many of both parties. He has a delightful home at Port Huron, and one of the finest private libraries in the State, in comfortable circumstances and surrounded by a large circle of relatives and friends, Mr. Bancroft ought to enjoy some of the fruits of a life of remarkable industry, enterprise and integrity.

WILLIAM BARDEN, farmer, Section 19, P. O. Port Huron, is a native of this county, and was born in this town September 29, 1857. His parents, Joseph and Emma Barden, came to this town in 1847, bought this land and cleared it out, and made a farm of it. he was also engaged in lumbering, and lived here until his death, which occurred February 17, 1882, and his wife died three days after, February 20, 1882, and their daughter, Minnie, died February 16, 1882, and Amanda died June 5, 1882, and their son Christopher died February 3, 1882, and Joseph was killed with lightning August 9, 1863; and on February 4, 1874, their barn was burned and no insurance loss, three horse teams, one pair of cattle, one fanning mill, one feed cutter, thirty tons of hay, and oats, wheat, rice, barley and other small articles to numerous to mention; this was a total loss of about \$4,000.



**HIRAM BARNETT**, formerly with the late ship stores of Manistee, England, was born February 15, 1815. He emigrated to America in 1843, and came to Detroit the same year, and from there went to Alcona, where he engaged in the lumber business. He came to Port Huron and engaged in his present business, January 8, 1853, and has carried on the business in his present location for the past thirty years, and is the pioneer in the business here. He married Miss Ann Sharp, a native of England, October 18, 1840. She died June 22, 1850. He married Mrs. Christiana J. Palmer, of Auburn, N. Y., June 15, 1851. They have three children—William, born November 24, 1844; John, born May 1, 1847; and Mary, born May 1, 1849.

**H. G. BARNUM**, Cashier First National Bank, is a native of New York State; was born in Onondaga County, October 4, 1844. His parents came to Michigan in 1852, and he grew up and received his education in this State. Came to Port Huron in 1865, and entered the bank of John Johnston & Co. In 1874, he became assistant cashier of the First National Bank, and in September, 1876, he was elected cashier, and since then, for the past six years, has held that position.

**E. W. BARRETT**, of the firm of Barrett & Goulding, wholesale and retail dealers in dry goods, notions, millinery and fancy goods; is a native of New York City; was born August 18, 1844. He grew up and attended school there, and afterward entered the dry goods house of A. T. Stewart & Co. He came to Port Huron in 1875, and the firm of Barrett & Goulding established their present business in a small retail way with only one clerk; they now employ fifteen, and occupy a large store—three floors and basement—which is too small for the demands of their trade. They have a good wholesale trade; also have established branches of their business in Battle Creek, Michigan City, and at Manistee.

**J. L. BARTHOLOMEW**, dealer in hardware, stoves and tinware; is a native of Onondaga County, N. Y., and was born April 24, 1819. He came to Hillsdale County, Mich., in 1836; was one of the early settlers there. Remained a few years, then returned to New York; afterward went West to Wisconsin, and in 1860, came to Hillsdale; lived there six years, and in 1866 came to Port Huron and engaged in his present business, and has carried it on since then. In 1840, he married Miss Ann Eliza Foster, of Onondaga County, N. Y. They have two children—Washington Irving, and Demarius, now Mrs. Gasler.

**DAVID BEARD**, engaged in lumbering and farming. Is a son of John and Hannah Beard. His father was a native of Chenango County, N. Y., and came here in 1831, being among the earliest settlers of St. Clair County. He was engaged in lumbering in company with his brother, the late James Beard. He died June 1, 1879. His mother is a native of Long Point, Canada, and is still living. David was born in this county, January 10, 1839. He attended school here and in Detroit; then engaged in farming and lumbering, and since then has been connected with the business. He has held the office of Justice of the Peace at Clyde and Alcona, and was also elected Town Treasurer there. He married Miss Mary E. Horton, a native of Port Huron, November 13, 1867. They have three children—Charlie, Flora and Carlos.

**JAMES BEARD**, deceased; was one of the oldest settlers and most honored citizens of St. Clair County. He was a native of Green, Chenango Co., N. Y., and was born May 22, 1815. His childhood was spent at and near the place of his birth. October, 1833, being then in his nineteenth year, he removed to Michigan with his brother David, and they located in St. Clair County. They landed at Port Huron in the morning, and as neither of the boys had money enough to board them in town until they could get a chance to ride to their father's mill, they walked that distance. They went to work for \$12 per month. David soon after returned to New York. In 1842, James and John Beard bought out their father in the saw mill and operated it together, one doing the sawing, the other rafting the lumber. They had to raft their lumber to Detroit then, as vessels were scarce and freights high. In 1845, Mr. Beard removed to Detroit and started a lumber yard near where the old water-works dock is. In 1846, he started a fire company, and was made foreman, and he held the position of foreman of Engine No. 7, as long as he lived in Detroit. In 1853, he returned to Port Huron, and in 1856 he and his brother John bought the Whitman Mill, and ran it until 1856, when the firm of J. & J. Beard was dissolved, and E. R. Haynes was taken in as partner. In 1863, Mr. Beard, with John Johnston, F. H. Vanderburgh and E. R. Haynes, engaged in lumbering at Alcona, Mich. In 1872, Messrs. Vanderburgh and Johnston sold out, and Haynes and Beard continued the business. Mr. Beard was one of the first stockholders in the Port Huron Savings Bank, the *Times* Company, the Port Huron City Railway, and the Port Huron & Northwestern Railway. He was elected Alderman of the Second Ward at the first election of the city of Port Huron, and afterward served in the same capacity. In 1863, he was appointed Assistant United States Assessor, which office he held until the office was consolidated with that of Collector, and he continued to hold the office of Assessor until 1878. He was frequently offered the office of Collector for the district, but as often declined. Mr. Beard died April 29, 1882. Of his father's family, only one survives—Mrs. Louis Brockway, who has been a member of her brother's household during the present year. Mr. Beard leaves four children—Frank, Ida (now Mrs. W. C. Anderson), Ella and Alexander. Mrs. A. Beard, who survives her husband, was his third wife. In Mr. Beard's death, Port Huron loses a citizen whom every one respected and loved; generous to a fault, liberal in all public enterprises, genial in manners, kind and considerate under all circumstances. He was truly, one of nature's noblemen. His kind, charitable acts, his good deeds and noble qualities are a lasting monument to all who knew him.

**CAPT. GEORGE BEDFORD**, is a native of Jefferson County, N. Y., and was born May 12, 1838. He came with his parents to Port Huron in 1849, and began sailing during his boyhood, and has followed the lakes for the past thirty years, and for the past twenty years has sailed as captain. He sailed the scow *Lizzie*, the *Spray*, and was master of the propeller *City of Port Huron*, and built and sailed the *Kittie*, and now has command of the schooner *Jessie*. In 1858, Capt. Bedford married Miss Elizabeth Hillier, a native of Canada. They have three children—Lewis, Captain on the Lakes; Horace, in office Chicago & Grand Trunk Railroad; *Kittie*, in school.

**CAPT. LEWIS BEDFORD**, is a son of, Capt. George W. and Elizabeth Hillier Bedford, and was born in Missouri, July 28, 1859. His parents came to Port Huron in 1860. He began sailing when only thir-

teen years of age, with his father, and has been in the marine service for the past ten years. Since July, 1880, he has been part owner and has command of the schooner *D. Provost*. On December 1, 1882, he was appointed Deputy Collector of Customs.

**DANIEL M. BENNETT**, homeopathic physician, is a native of Ohio; was born July 5, 1825. Parents removed to New York during his infancy, and he was brought up in that State and Michigan. Studied medicine in New York; graduated in 1856, and again in 1881; began practice in that State. Came to Michigan in 1863, and located at Saginaw; practiced medicine there until 1869, when he came to Port Huron and since then has practiced his profession here. He holds the office of City Physician. In 1854, he married Miss Helen M. Sheldon, a native of Orleans County, N. Y. They have three sons—Daniel W., Albert D. and Lewis T.

**JAMES R. BENNETT**, dealer in groceries and provisions, is a native of St. Clair County, and was born in Port Huron, January 15, 1843. His parents, Edward R. and Mary Ann Bennett, were early settlers of Port Huron. He grew up and attended school here; learned the trade of carpenter and joiner and worked at the business about twelve years. In 1876, he engaged in the grocery trade, and since then has carried on the business here. Mr. Bennett was united in marriage December 23, 1880, to Miss Naomi Broome, a native of Canada. She died May 8, 1882, leaving one son, Clarence B.

**C. M. BENTLEY** is a native of Canada, but born of American parents, January 7, 1847. Came to this country with his brother when young; on account of his brother going to the war, he was compelled to return to Canada, where he learned the trade of harness making. After reaching manhood, he came to Detroit, thence to Port Huron, where he worked at his trade for some years. In March, 1880, he was appointed Deputy Collector of customs, and since then has held that position. In 1868, he married Miss Louisa G. Stevens, a native of London, Canada. They have six children—Fred C., Clara E., Maud M., Walter H., Kate M. and Charles L.

**AUGUST BEREND**, proprietor of planing mill, is a native of Germany and was born October 27, 1828. Emigrated to America in 1856, and came to Michigan the same year; located at Detroit; came to Port Huron in 1867, and engaged in his present business, and has carried it on for fifteen years, and has a good trade. He belongs to the order of I. O. O. F., Knights of Pythias and the German Society. In 1856, he married Matilda Hartz, of Germany. She died in 1865. They had seven children; only one daughter, Theresa, survives. In 1869, he married Charlotte Kistler, a native of Germany. They have four children—Otto, Mena, August, Lottie.

**H. J. BOCKIUS** is a native of Canton, Ohio, and was born February 2, 1831. His ancestors landed in this country with William Penn, his grandfather on his father's side was a soldier in Revolutionary war and was in the battle of Yorktown; after the war, he went to England and from there crossed over to France, where he held the position of drill-master in the army; while there his son, John C. Bockius, the father of the subject of this sketch, was born; his mother died when he was twelve years old. He went with his father through Bonaparte's campaigns; at the age of nineteen he returned to this country and landed in Philadelphia, where he sought his uncles—his father's brothers; from that city he walked to Lancaster, Penn., to visit an uncle there, and from there walked to Canton, Ohio, where he had another uncle, and reached that place in 1820. At the age of twenty he opened a boot and shoe shop, and began working at his trade, by industry and application to the interests of his business, and fair dealing, he built up a large established trade. He was systematic in everything, and was very successful in all of his business operations, and was actively identified with the interests and material growth of the city and county; he was well known in Northeastern Ohio, and was noted for his liberality and readiness in aiding and assisting the worthy and deserving; he was successfully engaged in business in Canton for fifty-eight years and until his death, which occurred in 1878. He left six children. Mr. H. J. Bockius, the subject of this sketch, spent his boyhood in his native town and attended school there; entered his father's store, where he acquired the correct principles of commercial life, which have always governed him in the management of his business. Upon reaching manhood he came to Port Huron in 1853, when it was a small place; rented a store and engaged in the boot and shoe trade, and since then for the past thirty years he has been successfully engaged in the business here, except a few years he gave it up on account of ill-health. He was the pioneer in the boot and shoe trade in Port Huron, and there are only two merchants in trade here now that were here when he established his business in 1853. Mr. Bockius has always been actively identified with the interests of the Republican party, and is pronounced in his views. He is not an office seeker, and would never permit or allow his name to be used as a candidate for any office, though frequently solicited to do so; yet he has given his time, influence and means for others, and has been frequently chosen as delegate to the county congressional conventions. Mr. Bockius was united in marriage November 24, 1855, to Miss Hyantha M. Walton, of the city of Milwaukee. They have one son—John W., who is engaged in business with his father.

**REV. C. BOFINGER**, pastor of the German United Evangelical Church, is a native of Germany and was born November 11, 1829. He grew up and received his literary education, and also pursued his theological studies there. He came to the United States in the summer of 1854, and was ordained in Chicago in September of the same year. He preached near Chicago four years, and was afterward engaged in missionary work and preached in Indiana and Michigan. He came to Port Huron in 1868, and labored here four years. In 1872, he went away and remained five years, and returned in 1877, and since then for the past five years has been pastor of the church here, and has a large flourishing church. He has also been engaged in teaching for over thirty years.

**E. C. BOICE**, dealer in fancy dry goods and notions, is a son of Wellington Boice, and was born in St. Clair County, July 28, 1853; he grew up and attended school there, then took commercial course in city of Detroit, and was afterward in the office of the *Daily Union* of that city, for a year and a half; came to Port Huron in 1874, and was clerk for N. P. Chandler, two years; then went with Bondy & Johnston and remained with this firm five years. He established his present business in March, 1882, and is building up a



nice trade. Mr. Boice was united in marriage November 15, 1878, to Miss Carrie E. Werden, a native of St. Clair County, and daughter of William Werden, Esq., of the town of Kimball.

CAPT. VICTOR BONNAH, is a native of Switzerland, and was born in 1833. His parents emigrated to the United States in 1844, and lived in Buffalo, N. Y. He began sailing in 1851, on the old sloop *Savage*, one of the oldest vessels on the lakes. The next year he was on the *Francis*. In 1857, he was captain of the *Oriental* and afterward sailed the *Charles Sumner*, the *C. B. Blair*, the *Concord*, the *Ella Mason*, the brig *Rio Grande*, and is now captain and owner of the *Aunt Ruth*. He married Miss Aster Shirker, August 15, 1856. She is a native of Swan Creek, this county, and is a daughter of Stephen and Mina Bonie, who were among the earliest settlers of this State. Her mother and her sister, Mrs. Edward Compo, of Detroit, and a brother, were all captured by the Indians in the war of 1812. They narrowly escaped being killed, but were held prisoners over two years and then ransomed. Capt. and Mrs. Bonnah have seven children—Victor, captain of the schooner *Home*; Andrew, mate of steamer *Selina*; George, mate with his father; William, steward on lake. They have three daughters—Lizzie, Mary and Lauretta.

THOMAS BONDY, of the firm of Bondy & Johnston, dealers in dry goods and clothing, is a native of Canada, and was born at Amherstburg, Ont., November 17, 1842; was brought up and attended school there, and afterward went to Oberlin College, Ohio, where he took a commercial course; came to Port Huron in 1867, and entered the store of J. W. & J. M. Sanborn, as clerk; remained with that firm two years; then engaged in business for himself, the firm being Mears & Bondy. They remained together between two and three years. Mr. Bondy sold his interest and associated with E. R. Sweetser, and they carried on the dry goods and clothing business for six years. In May, 1877, Howard, Bondy & Johnston engaged in the same business, and after eighteen months he and Mr. Johnston bought Mr. Howard's interest, and since then the firm of Bondy & Johnston have successfully carried on the business, and have built up a large trade. In 1870, Mr. Bondy was united in marriage to Miss Marontate, daughter of A. Marontate, of this city. They have two children, Lena, a daughter, and Mark, a son.

J. E. BOTSFORD, of the firm of J. E. & W. F. Botsford, owners and operators of Botsford's Elevator, is a son of J. S. Botsford, and was born in Port Huron, November 17, 1847. He grew up and attended school here, and has been engaged in business here since 1868. He and his brother engaged in the elevator and grain business in 1877. They built an elevator in 1880, which one year later was destroyed by fire; they completed their present elevator, January 1, 1882. Mr. Botsford married Miss Mary Bristol, of Chicago, October 10, 1879. They have three children—John R., Annie and Edna.

I. S. BOTSFORD, capitalist, retired, is a native of Cayuga County, N. Y., and was born, January 26, 1814. His father, Elnathan Botsford, was in that county during the war of 1812. His grandfather was killed at Danbury, Mass., during the Revolutionary war. Mr. Botsford grew up to early manhood in New York; then started West, and came from Buffalo to Detroit on the old steamer *Robert Fulton*, and reached Port Huron in November, 1836. The following spring he started a cooper-shop; his business increased, and he built up a large trade. In 1856, he became interested in vessel property and engaged in steamboating, and also operated in real estate. Having been appointed Government Inspector of steamboats in 1871, he disposed of his steamboat property, and held that office until 1878. He is one of the earliest settlers who have lived here continuously, and who has been actively identified with the interests and prosperity of the city and county. He was elected the first City Treasurer under the city organization, and has several times been elected member of the City Council. Mr. Botsford was united in marriage March 12, 1843, to Miss Annie E. Huxtable, a native of White Haven, England. They have three sons—Henry, Deputy Collector of Customs, and John Edward and William F., engaged in elevator and grain business.

W. F. BOTSFORD, of the firm of I. E. & W. F. Botsford, owners and proprietors of Botsford's elevator, is a son of I. S. Botsford, one of the earliest settlers of this county. He was born in Port Huron November 11, 1851. He grew up and attended school here. After reaching manhood, he engaged in elevator and grain business with his brother. They built an elevator and completed it June 1, 1880. It was destroyed by fire, July 1, 1881. They rebuilt, and completed their present elevator, January 1, 1882. It has a capacity of 125,000 bushels. Mr. Botsford was united in marriage May 6, 1876, to Miss Nancy A. Sanborn, daughter of the late James W. Sanborn, one of the oldest and most successful business men in this section of the State. Mr. and Mrs. Botsford have two children—Mabel and infant daughter.

S. L. BOYCE, of the firm of S. L. Boyce & Sons, hardware dealers, was born October 12, 1821. After reaching manhood, he came to Michigan in 1835, and came to Port Huron in November, 1844, and engaged in lumbering, and carried on the business successfully for over a quarter of a century, having the active management of it during that time. There are very few men, even those engaged in lumbering, who gave as many working hours to the interest of their business as Mr. Boyce. Aside from running his lumber camp during the day, giving it his personal supervision, he did all of his outside work, and brought his supplies, and attended to everything. Much of it he did at night; sometimes having to carry supplies on foot for a long distance. He has walked, and carried on his back, through the woods with no road or path, for six miles, thirty pounds of sugar and twenty-five pounds of pork, and in one hand a pail of butter, and in the other a pail of soft soap. This is only one of the many instances connected with lumbering in that early day. Mr. Boyce drove the first lumber wagon from Port Huron through to Brockway. In 1870, he engaged in hardware trade at Port Huron, and since 1878 has given the business his active management and has a large trade. He has held the office of Town Clerk and Justice of the Peace at Brockway. He was elected Mayor of Port Huron in 1870, and again elected to the same office in 1876; has served as Alderman, and was one of the Commissioners for building the water-works. Mr. Boyce was united in marriage to Miss Hannah Barrett, a native of England, October 8, 1848. They have four children—William J., Samuel L., in business with their father; and Charles E., attending the university; Fred, a machinist.

W. J. BOYCE, of the firm of S. L. Boyce & Son, wholesale and retail dealers in hardware and house furnishing goods, is a native of St. Clair County, and was born at Brockway. He attended school at Port



Huron, and then took a commercial course at Detroit, and afterward entered his father's store, and has been connected with the business for the past twelve years; and since 1877, he has been a member of the firm, and it is one of the leading mercantile houses in Port Huron. Mr. Boyce married Miss Emma Plant, a native of this county and daughter of Michael Plant, Esq., October 29, 1874. They have two children—Florence A. and Charley F.

MAJ. N. S. BOYNTON is a native of this county, and was born in Port Huron June 23, 1837. His father, Granville F. Boynton, was a native of New York State, and came here about the year 1827. He died in 1846. His mother, Frances Rendt Boynton, who is still living, was a daughter of old Capt. Lewis Rendt, for a long time in the British Army, and one of the early pioneers of this county, well known to the early settlers. Maj. Boynton, when a boy, attended the primitive district schools during the winter months. In 1852, went to Waukegan, Ill., and passed through the high school in that city. He is practically a self-educated man. Before reaching his majority, he engaged in mercantile business, the firm being Inslee & Boynton. In 1859, he went to Cincinnati, and married Miss Annie Fidelei, of that city. In 1862, he returned to this county and enlisted as a private in Company C, Eighth Michigan Cavalry. He was soon promoted to First Lieutenant of Company L, then to Captain, and for meritorious service in the capture of the rebel Gen. John Morgan in Ohio, and gallant conduct in the East Tennessee and Georgia campaigns, was commissioned Major of his regiment. After a service of three years, and the close of the war, he was mustered out, and returned to this county, making his home in Marine City. Soon after his return, he was appointed Deputy Assessor of Internal Revenue, and Postmaster of that village. In the fall of 1868, he was elected to the Lower House of the State Legislature. He held the office of Village Clerk in 1866, and that of President in 1867. The following year he was elected Supervisor of the township. In 1869, he returned to Port Huron and engaged in newspaper business until the summer of 1871. He then engaged in real estate and insurance business for some years. In 1874, he was elected Mayor of Port Huron, and again re-elected in 1875 to the same office; was President of the Board of Education for two years, and member of the same body for four years. He invented the Boynton Fire Escape and Hook and Ladder Truck, and the Boynton system of Wire Rope Trussing for Fire Ladders, which are used in some of the principal cities of this country and Canada. He now has the superintendence in this State of the business of Sheldon & Co., Book Publishing House, New York, and holds the position of Great Record Keeper of the Knights of the Maccabees, a flourishing beneficiary society. He has five children, viz.: Charles L., Annie L., George H., Frankie and Edith S.

JAMES BRADLEY, Assistant Cashier First National Bank, is a native of Toronto, Canada, and was born February 24, 1853; he came to Port Huron during his early boyhood, and attended school here. Upon reaching manhood, was book-keeper for Henry McMoran; in 1873 entered the bank—October 1, 1873—and since then, for the past nine years has been connected with it, and since 1877 has held the position of assistant cashier. Mr. Bradley was united in marriage October 14, 1875, to Miss Eleanor Atkins, of Port Huron; they have one daughter, Blanche.

JAMES BRANDIMORE, raftsmen, is a son of Peter and Mary Brandimore, who were among the oldest settlers of this section of the State. His father was born in Port Huron, out on Military street, in 1802. He lived here during his life, a period of seventy-eight years, and died November 18, 1880, at that time the oldest person, native born, and the oldest settler of St. Clair County. His wife was born in Sarnia, and still survives at the age of seventy-nine, and lives in Port Huron. They had twelve children, only four of whom survive—James, Rufus, Celia, now Mrs. Edward Hull and Adaline, now Mrs. Clement Moore, Mt. Clemens. James, the oldest son, was born in Port Huron August 29, 1830; he grew up here, and followed sailing for ten years, then engaged in rafting logs and lumber, and for the past thirty years has followed that business, and is the oldest raftsmen on the river. He married Miss Margaret Welcome, a native of Montreal, Canada, January 7, 1851; they have six children—James, George N., Frank D., Charles F., Celestia, now Mrs. John Ivers, Mary Margaret.

RUFUS BRANDIMORE is a native of St. Clair County, and was born in Port Huron July 6, 1833; his father, Peter Brandimore, was born here, and at the time of his death was the oldest settler; his wife, Mary Causley Brandimore, is over eighty years of age; is still living with her son. Rufus was raised here, and, during his boyhood, used his bow and arrows and canoe with the Indian boys, and ran errands for the officers at the Fort. Since early manhood, has been connected with lumbering; entered the employ of Mr. Wells and was also in employ of Mr. Avery Nelson Roberts, and is now with Mr. Howard. In September, 1863, he married Miss Charlotte McGuire, a native of Virginia; her father, James McGuire, was killed in the Mexican war. They have four children—Willie, Irene, Fred and Allen A.

GEORGE BROOKS, of the firm of Brooks & Joslyn, manufacturers and dealers in pine lumber, is a native of Massachusetts, and was born in Townsend, Middlebury Co., July 20, 1823; he grew up in that State, and lived in New Hampshire eighteen years, then went to Boston, and was engaged in the wholesale flour business in that city for some years. He came with Mr. Joslyn to Port Huron in 1869, and engaged in manufacturing fish barrels; afterward they engaged in manufacturing pine lumber; they cut from 3,000,000 to 5,000,000 feet annually, and have a good trade. While living in New Hampshire, he was one of the Selectmen of the town of Brooklyn for eight years. In 1848, Mr. Brooks married Miss Mary Wright, of Ashby, Mass. She died in 1874, leaving three children—Edward, Lilla and Mary. In 1875, he married Mrs. Sarah E. Morrison, of this city. They have one son, George W.

WILLIAM H. BROWN, foreman cooper shop Michigan Mills, is a native of Ogdensburg, N. Y., and was born June 26, 1844; he attended school, and learned his trade there, and came to Port Huron in April, 1878, and since then has held his present position of foreman cooper shop. He married Miss Lucy A. Castle, a native of Oneida County, N. Y., September 29, 1865. They have two children—Emma F. and Arthur E.

CAPT. W. H. BROWN, Port Huron, is a native of St. Clair County, and was born on Harson's Island February 14, 1844; he began sailing when only ten years of age, on the Wolverine; in 1859, he was mate of the Belle City, and in 1867, sailed Captain of the William Barclay, and was master of the Forwarder for nine



JUDGE ZEPHANIAH WEBSTER BINCKLEY.





years and has also sailed Captain of the *Henry Young*, the *Hyde* and the *Alpena*; he has been in the marine service thirty years. In 1867, he married Miss Mary A. Horton, a native of Canada. They have three children—Elmer, Ida S., Alva B.

CAPT. W. BROWNLEE is a native of Scotland and was born May 26, 1825; he began sailing when twelve years of age; he came to this country in 1849, and brought one of the first cargoes from Europe to San Francisco, for the next four years sailed along the coast and to Peru and China, and in 1852 went from China to London, and the following year he came to the United States, and since then has been engaged in sailing on the lakes. In 1855, he sailed Captain of the schooner *Alice*, and has sailed the *St. Charles*, *McCall*, the *Gem*, the *British Lion*, *Yonkyn Lass*, *America*, *Star of Hope*, *W. B. O'Brien*, and the *Red White and Blue*. In 1853, he married Miss Elizabeth Shelds, a native of Ayrshire, Scotland; they have four children—Elizabeth A., Robert, Maud, Charles E.

HILL B. BUCKRIDGE, of the firm of H. B. Buckridge & Co., wholesale grocers and dealers in fruits, vegetables, butter and eggs, is a native of Canada, and was born October 1, 1820. He came here in 1866, after reaching manhood, was engaged in buying grain for some years. He probably had his present business January 1, 1882; it has rapidly increased, and the firm has built up a large local and shipping business. Mr. Buckridge married Miss Louise V. Phoenix, of Port Huron, September 1, 1879. They have one son, Francis.

D. M. BUNCE, Port Huron, is a son of Judge L. W. Bunce, and was born in the town of Port Huron, February 1, 1820. After reaching manhood, he engaged in lumbering, milling, and farming. He has held the office of Justice of the Peace and other town offices. In 1851, he married Miss Mary Bailey, a native of this county, and daughter of Jesse and Johanna Bushey, early settlers of this county. They have three children—George M., Louise, Zephaniah W.

EDWARD BUNCE, Marysville, is a native of Windsor County, Vt., and was born June 23, 1822. His parents came to St. Clair County in 1825, and lived here five years, then removed to New York State, where Edward grew up to manhood. In 1846, he returned to this county, and engaged in lumbering on Mill Creek. He was interested in the business there for some years, and was also engaged in farming. He was appointed route agent in the Government Mail Service between Port Huron and Flint on the Port Huron & Chicago Railroad, and held that position six years. He owns a good farm in the town of Keweenaw. When the war broke out, he enlisted in the Tenth Regiment Michigan Infantry, and was commissioned Lieutenant Company E of that regiment. After being in the service over a year, was obliged to resign his commission on account of sickness. In 1849, Mr. Bunce married Miss Eliza Smith, of Jefferson County, N. Y.; they have one daughter, Caroline F.

HORACE BUNCE, farmer, P. O. Marysville, is a native of Windsor County, Vt., and was born June 18, 1820. He is a son of Joseph and Sophia Earl Bance. When five years of age, he came with his parents to this State. They came by stage to Albany, and from there by canal to Buffalo, and from there to Detroit on the old steamboat *Pioneer*, and came on a sail vessel to St. Clair, and then took row boat to Port Huron, and arrived here in 1825. They settled on the river, near by the home of Judge Bunce, and he engaged in lumbering with his brother, Judge Bunce. At that time, Gen. Cass was Territorial Governor of the State, and was a frequent visitor at the Bunce homestead. Joseph Bunce was appointed by him Territorial Judge, and was being here five years, owing to continued sickness in his family. Judge Joseph Bunce removed with his family to Jefferson County, N. Y., and Horace grew up to manhood; then, in 1849, he returned to St. Clair County and located in the town of Clyde, and engaged in lumbering and farming, and also had a grist mill, and since then, over forty years, has been engaged in lumbering and farming. The farm where he lives is finely located on St. Clair River, and is valuable property, and he also owns other lands. Mr. Bunce is elected to the State Legislature, and was a member of the regular session of 1890-91, and also of the two called sessions. In 1868, he married Miss Martha J. Westbrook, a native of the town of Clyde, in this county. They have four children—Sophia J., Henrietta A., Harriet C., Horace C.

JUDGE ZEPHANIAH WEBSTER BUNCE, Section 29, of the town of Port Huron, is the oldest settler now living in the State of Michigan. He is a native of Connecticut, and was born in the city of Hartford, November 14, 1787. When five years of age he went to Windsor, Vt., and lived there some years, then removed to Albany, N. Y. From there he started West on a one horse wagon and came to Rochester and Buffalo, and from there he came on a self-propelled to Detroit, and reached that place May 15, 1817, and was there a short time, and in the fall of the same year came to Port Huron, and selected the land where he now lives, and located three miles fronting on the river by half mile wide. There was not a house when the city at Port Huron now stands. Until two years after he came, his nearest neighbor south of him was an old French man near St. Clair, and none nearer than Port Huron on the north. He built saw mills near where he now lives, and afterward built mills at Albion, and carried on the business there for fourteen years, and also at Burtsville, on the lake. After coming here he lived a bachelor for some nine years, and only had one man with him. There were plenty of Indians here at that time; they were always friendly. He said of them, "I know of no one who was in command at Fort Gratiot, he built the first wagon road at Fort Gratiot." Then Judge Bunce built the road twenty miles below his place. Ten years after coming here, in 1827, he married Miss Louisa Ann Duyven, of New York. She died January 27, 1861. They had three children—two sons, Maudford L. and Lefferts, and one daughter, Louise Ann, now Mrs. Slusser, living in Alpena. Judge Bunce has held the office of Justice of the Peace and was Colonel of the Third Michigan Militia. He was Assessor of the county here, and was afterward Judge of Probate. Judge Bunce was engaged in lumbering, farming, and connected with that business over fifty years. He has lived on the land he first located, over sixty years. Was in the Legislature as long as Michigan was a Territory, and is the last surviving member of that body. He has passed his ninety-fifth birthday, and there are very few twenty years younger who are as well preserved, and as active mentally and physically.

**WILLIAM BURD**, ship carpenter, is a native of Michigan, and was born in the city of Detroit November 23, 1840. He had good educational advantages, and attended both the Boston and Bishop union schools, and speaks three languages. He learned the trade of ship carpenter, and served three years in Jones' shipyard, and afterward clerked in store five years. He came to Port Huron in 1868, and since then has been engaged in ship building, and for the past seven years with the Wolverine dry dock; for two years was boss calker. Mr. Burd's first wife was Miss Victoria Grefford, a native of St. Clair. She died August 28, 1880. She left two children, Angeline and Florence; he married his present wife, Miss Viola Normandum, from South Dover, Ontario, Canada. They have one son, Joseph Edmond.

**HENRY BURTON**, draughtsman for Phoenix Iron Works, is a native of the North of Ireland, and was born in 1844. His parents came to Michigan in 1853. He attended school and learned his trade in this State and New York City. He came to Port Huron in 1868, and since then has been engaged in his present business, and for the past three years has held the position of draughtsman for the Phoenix Iron Works. He is a member of the Masonic fraternity, and has served as Master of his lodge four years, and is now Secretary. In 1870, he married Miss Jane Telfer, of Owen Sound, Ontario, Canada.

**CAPT. GEORGE W. BUZZARD**, schooner Snowdrop, is a native of Cattaraugus County, N. Y., and was born December 3, 1834. He began sailing when thirteen years of age, with his father, Capt. Philip Buzzard, on the sloop Morning Star, four years. Then was with his father on the schooner Avenger and The Stranger. His father afterward bought the schooner H. H. Day, and was master of her for three years, during which time subject sailed with him. The H. H. Day was then sold, and subject went to farming, and pursued that calling eight years and again engaged in sailing, as mate of the W. A. Chisholm for a year and a half, then on the Mary Stockton for four years, and afterward sailed on the Meisel, the Skinner, the steam barge W. B. Jenness, and the Adelaide Horton. Then bought the St. Andrew, and sailed as Captain of her for three years, and sailed the Skinner one and a half years; and since 1880 has been master and owner of the schooner Snowdrop. Capt. Buzzard was united in marriage December 3, 1854, to Miss Persis L. Leonard, a native of Parma, N. Y. They have two children, one son, Irvin G., and one daughter, Edna, now Mrs. H. W. Lindsay, living in this city.

**CAPT. JOHN BUZZARD**, now master of schooner William Young, is a native of York State; was born January 23, 1833, in Cattaraugus County, began sailing in 1842, when only nine years old with his father, Capt. Phillip Buzzard, on board the schooner Morning Star, his father was drowned, together with a crew of seven men on Lake Huron, October 22, 1866. Capt. J. Buzzard began sailing as master of vessels when only seventeen years of age, and has been engaged as captain ever since. Below are vessels he has sailed: Schooners John Richards, Avenger, H. H. Day, Stranger; propellers, Odd Fellow, O. Q. Melzar, Emory Fletcher, Grand Turk, Helen Kent, New Haven, L. M. Mason, W. A. Chisholm; barks, North Star, Mary Stockton, Mont Eagle, Evergreen, E. M. Carrington, T. S. Skinner, A. B. Norris, L. L. Lamb, F. C. Leighton, and this year, schooner William Young. He was married to E. P. Arnold November 28, 1854, and has three sons—E. J. Buzzard, sailed schooner William Young last year; his second son, Henry Buzzard, sailed schooner L. L. Lamb; Corey H. B., his third son, is a machinist and works in railroad shops here, and he is also a musician.

**JAMES W. CAMPBELL**, farmer, Section 5, P. O. Port Huron, was born in Lower Canada July 12, 1818. He came to Michigan in 1845, and settled in Port Huron. He bought the land where he now lives in 1849, and since then, for the past thirty-three years, has resided here and engaged in farming, and owns a farm of eighty acres, and is the oldest settler on the plank road. He has held school offices. He married Miss Mary J. Schegal, a native of Canada, September 7, 1845. They have seven children—James, Archibald, John, William, Louise, Fred, Herbert.

**JOHN H. CAMPBELL**, Port Huron & Chicago & Grand Trunk Junction, Section 17, P. O. Port Huron, is a native of this county, and was born in the town of Port Huron November 8, 1853. His parents, James W. and Mary Jane Campbell, are old settlers of this town, and are living on Lapeer avenue. John grew up and attended school here, and after reaching manhood was in Fitzgerald & Barnett's machine shops, and afterward was on the Michigan Central Railroad for a time, and then bought and run a portable saw mill, and also bought and run a steam thrasher. He owns thirty-five acres of land. He married Miss Annie J. McCormick, November 3, 1881. She is a native of the city of Port Huron.

**JOHN W. CAMPFIELD**, was born in Morris County, N. J., April 2, 1810. He was raised in that State, and served an apprenticeship in the boot and shoe making in Newark, in that State; upon reaching manhood he decided to locate in Michigan, and arrived in Detroit July 5, 1832; went to Ann Arbor the same year, and in 1833 located in Port Huron. At that time there were only a few frame buildings besides the Indian huts. He went to work at his trade, and has been connected with the boot and shoe business most of the time for the past fifty years. He is the oldest settler now living in Port Huron. He has been successful in business, though he has lost considerable money by going security for others. During the early history of the town, he was elected Town Trustee, School Director and Collector. A few years after coming here, in 1835, Mr. Campfield married Miss Mary Ann Robertson, a native of this State; she died in 1852. They had eight children, four of whom survive—William W., Mariette, Louise E. and Ella. In 1853, Mr. Campfield married Maria E. Johnson, of Schenectady, N. Y. They had one daughter, Eva, who died at the age of thirteen.

**W. W. CAMPFIELD**, of the firm of W. W. Campfield & Co., is a native of St. Clair County, and was born in Port Huron November 1, 1841. He grew up and attended school here. Upon the breaking-out of the rebellion, when only nineteen years of age, he enlisted in the First United States Artillery, and was in active service in the Army of the Potomac, when this department was in command of McClellan. He was in eleven engagements, and was promoted from private to Sergeant in the regular army, and was offered a commission but declined it; served three years after his return from the service. He entered the employ of Henry McMoran, and was with him until January, 1878, when he and Mr. Jones succeeded him in their present bus-



iness. They have a large wholesale trade in flour and feed. They have the exclusive sale of flour of Mc Moran's mills; also have a large coal trade. Mr. Campfield has been twice married. His first wife was Miss Anna Vance, of this county. She left one son, Frank. His present wife was Miss Lucy Whitecomb, a native of New Hampshire. They have one daughter, Ida.

**WILLIAM CAMPBELL**, physician and surgeon, is a native of Scotland, and was born June 30, 1814. His father, William Campbell, was an officer in the British Army. He ended an active and honorable service at the battle of Waterloo; was then retired and pensioned during life. Dr. Campbell grew up in Scotland, and received his medical education there, and also studied for the ministry. He came to Canada in 1842, and engaged in preaching. After laboring in mission work and establishing several churches, he retired from the work upon the union of the two branches of the church, and devoted his time to the practice of his profession. He came to Port Huron in March, 1881, and since then has practiced his profession here, and is also interested in church work, and preaches when called upon to do so. In 1850, Dr. Campbell was united in marriage to Miss Caroline Cooper, of Canada. They have three children—David W., physician; Robert A., studying medicine, and Thomas W., attending school.

**HON. EZRA C. CARLETON**, Port Huron. A short distance northward from the city of St. Clair, where the river bank rises suddenly to a height of about thirty feet, is a region of rich, well-cultivated farms, with large, comfortable houses and capacious outbuildings, indicating thrift and plenty. For several miles this district was settled by emigrants, chiefly from New England, and it affords abundant evidence of the industry and judgment which pilgrims from the Eastern slopes bear wherever they go. The high and shady banks, the pellucid waters of the St. Clair flowing swiftly by, a picturesque island at just a sufficient distance to awaken interest in it, the bolder line of the Canadian shores and the rural comfort on every hand, form a picture of tranquil and enduring beauty. The name "Yankee Street" was early given to all this portion of the river road, and here have lived and died many of the most honored pioneers of St. Clair County.

Among these pioneers, none were better known than the **CARLETONS**, several families of whom came to St. Clair from New Hampshire more than fifty years ago. They were of English descent, and one of them, Israel Carleton, was born at Llandaff, N. H., in 1788; marrying Mary Deming, of Cornish, in the same State, they came to Michigan in 1831, and settled at St. Clair, where they passed the rest of their lives, and where their youngest son, Ezra C., the subject of this sketch, was born September 6, 1838. The boyhood of Mr. Carleton was uneventful, beyond the usual routine of farm life and attendance at the district school; there was nothing to vary it. In 1856, feeling the importance of better educational advantages, he came to Port Huron; where he graduated at the high school in 1859, and immediately entered, as a clerk, upon his chosen pursuit of mercantile life. In 1863, he went into the employ of William Stewart, one of the largest hardware dealers in Michigan. The year 1867, saw him a partner in the business, and in the fall of 1881, Mr. Stewart, being succeeded by his son, Mr. Carleton became head of the present firm of Carleton, Stewart & Co.

Though clear and firm in his political convictions, and always a decided Democrat, Mr. Carleton never was a politician. His advent into politics dates from the spring of 1881. The finances of the city had sunk into a deplorable condition, and the Democrats nominated him as an earnest reformer. His efforts to fulfill public expectations were measurably successful, but he met the usual fate of honest reformers on the canvass for his re-election. The memorable forest fires which devastated the "Little Peninsula," lying between Lake Huron and the southern shores of Saginaw Bay, awakened the liveliest practical sympathy among the citizens of Port Huron, and, as Mayor, Mr. Carleton promptly headed the movement for relief of the ten thousand sufferers. The policy he adopted was justified by its results, and met the warm approval of those for whose benefit it was undertaken. It also developed traits of character which turned the attention of his friends to him as a fit candidate for Congress. At the election of 1882, he was unanimously nominated, and after holding the proposed honor under advisement for several days, finally accepted it in a manly letter, notable for its probity and frankness. A spirited campaign resulted in his election by a large majority in a district which, at the preceding election, had given his opponent a decided majority.

As a legislator, it is expected that his attention will be given principally to all economic topics, which his long experience in mercantile life and business abilities especially fit him to treat. Progressive without radicalism, and the unflinching foe of centralization, jobbing and every form of monopoly, Mr. Carleton's representation will reflect honor upon the district. Industrious, resolute and temperate, he brings to his important duties the leading essentials of success; vigorous in person, clear in mind, fortunate in his private, as in his public life, he has deserved, and will continue to merit such civic honors as his fellow citizens can bestow. Mr. Carleton was married, July 8, 1862, to Miss Ellen S. Smith, daughter of Aaron Smith. They have one daughter, Jennie Edith.

**M. F. CARLETON**, attorney at law, was born in Grafton County, N. H., Jan. 27, 1831. His parents came West to Michigan the same year, and located in this county, in the Town of China. He was raised here, and received a common school education. He began teaching school when only sixteen years of age, and for nineteen years he taught every winter except two. He held the office of Drain Commissioner one term; was elected County Clerk in 1872, and held that office six years; was also elected Township School Inspector, Town Clerk several terms, and Supervisor one term. He studied law while acting as Clerk, and was admitted to the bar in 1878, and since then has practiced his profession here. He was appointed Deputy County Treasurer in January, 1881, and since then has held that position. Mr. Carleton was married September 27, 1852, to Miss Mary Latham, daughter of Thomas Latham, one of the oldest settlers of this county. He came here in 1832. Mr. and Mrs. Carleton have three children—Will H. and Lura, both now in Dakota, and Cora A.

**SAMUEL B. CARLL** is a native of Hancock County, Me., and was born March 14, 1811. His mother died when he was eight years old, and he went with his father to New York State in 1825, and four years later, in 1829, they came to Michigan and settled at Rochester, and lived there and at Rome four years, and learned the trade of blacksmith of his father. He came to Port Huron in March, 1834, and worked at his



trade. The following year he went to St. Clair and built a shop, and engaged in business for himself. While living there he married Miss Ann Whicher, a native of New Hampshire, March 27, 1837. Three years later, in 1840, they came to Port Huron and he engaged in blacksmithing, and carried on the business here for twenty-five years, and then engaged in lumber business until 1859. His wife died the same year, leaving one daughter, Mary Lucretia, wife of Jacob A. Vrooman, attorney at law, of St. Louis, Mo. When the war broke out, Mr. Carr enlisted in the Second Regiment Michigan Cavalry, and served two years in the regiment, and was then promoted and commissioned Second Lieutenant Company H, Seventh Regiment Michigan Cavalry. He was wounded and taken prisoner during Kilpatrick's raid, March 1, 1864, and was in Libby Prison three months. Served until the close of the war, and returned to Port Huron. He built a vessel, and afterward operated a shingle mill. Is not now engaged in active business, but owns a farm a short distance out of town. He married Miss Josephine Brown, a native of Canada, March 5, 1867. They have two children—Ada May and Joy Butman.

**CAPT. PETER CARTRIGHT** is a native of St. Clair County, and was born at Algonac November 15, 1835. He began sailing in 1853 on the old schooner "Leander." He has been in the marine service for thirty years, and for the past twenty years has sailed Captain most of the time. In 1862, he was Captain of schooner "Elida," and has sailed the "Crevola," "Seminole," and schooner "David Todd," "St. Andrew" and the "Charlie Crawford," in 1857. He married Miss Julia Merdum, a native of this county. They have seven children—Julia, Mary, Sarah, Lovina, Peter, Mary, Hattie.

**RICHARD CASLER**, contractor and builder, is a native of Herkimer County, N. Y., and was born in 1824. His parents removed to Canada when he was very small, and he was brought up there and learned the trade of carpenter and joiner. He came to Port Huron in May, 1852, and commenced working at his trade and continued until 1864, when he went in business for himself, and since then for the past eighteen years has been engaged in contracting and building, and is one of the oldest in the business here. Has held the office of Supervisor in 1845. Mr. Casler married Miss Nancy Hagerman, a native of Canada; they have two children—Coursair C. and La Fayette.

**ANDREW CAUSLEY** is a native of St. Clair County. His parents, Gabriel and Harriet Causley, were among the early settlers here; he was raised here, and since boyhood has been engaged in lumbering and rafting. He and his partner are engaged in rafting on contract, and have most of that business here. He married Miss Eliza McDonald, a native of Canada, November 19, 1866. They have three children—Mary, Andrew, William.

**PROF. N. CAWTHORNE**, teacher of music and dealer in pianos and organs, is a native of England, and was born April 12, 1844. He received his literary education, and also pursued his musical studies there, and came to Canada in 1862. Two years later he went to Chicago, where he was engaged in teaching music until 1871. Then came to Port Huron, and since then, for the past eleven years, has been engaged in teaching here, and also in dealing in pianos and organs, and during all this time has held the position of organist in the Congregational Church. Prof. Cawthorne married Miss Jane A. Sanderson, also a native of England, August 20, 1868. They have six children—Catherine F., Willie W., Charles B., Fred. W., Hastings Ross, Robert S.

**A. E. CHADWICK**, attorney at law, is a native of Jefferson County, N. Y., and was born April 10, 1834. He received his education in that State, and began reading law. Came to Michigan in 1854, and studied law with John Devine, of Lexington, and was admitted to the bar in 1855. Practiced law there until 1862, when he came to Port Huron, and since then, for the past twenty years, has successfully practiced his profession here. He was elected Alderman, also School Inspector, but resigned both positions. He was prominently identified with the paving of Military street, the River Side Turnpike. He gave the work his personal supervision, and became responsible for it, and made an almost impassable road into one of the finest thoroughfares in this section of the State. In 1857, Mr. Chadwick was united in marriage to Miss Almira J. Raymond, a native of Jefferson County, N. Y. They have one son, William R.

**E. C. CHAMBERLIN**, cashier and accountant of the P. H. & N. W. R. R., is a native of Dutchess County, N. Y., and was born March 22, 1840. He grew up and attended school there, and came West in the fall of 1867. After being here a short time, he returned to New York, and remained until 1870, when he came to Port Huron, and was connected with the lumber business until January 1, 1879, when he was appointed to his present position. In 1861, Mr. Chamberlin married Miss Mary K. Thompson, of Dutchess County, N. Y. She died in 1875, leaving one daughter, Maggie T. In 1877, he married Miss Louise M. Gillingham, a native of New York State.

**HENRY CLINE**, engineer Custom House, is a native of New York, and was born at Whitehall, Washington County, in 1839. When thirteen years of age, went to Massachusetts, and in 1856 came to Port Huron, and was sailing on the lakes until the war broke out; then went in the United States Navy and served in the South Atlantic Squadron, under Admirals Dupont and Dahlgren. Was at the bombardment of Fort Sumter. After his return, went on the lakes for ten years. In 1877, was appointed to his present position. In 1864, he married Miss Roxey Ann Adams, of Ogdensburg, N. Y. They have two children—Willard A. and Harry.

**WILLIAM M. CLINE**, attorney and counselor at law, was born in Canada, on the 31st day of July, 1851, his ancestors on his father's side were from Pennsylvania, and his mother's from Scotland. His parents moved to Michigan and settled in Sanilac County in 1859, where he attended school and became a teacher in the public schools of that and St. Clair Counties. He also attended the State Normal School and Agricultural College. He commenced the study of law in October, 1874, and attended the Law Department of the Michigan University in the winter of 1874 and 1875. Was admitted to the bar in October, 1875; continued the study of law, and in 1877 located in Port Huron; since then has been engaged in the practice of his profession here, and since 1880 has been a member of the firm of Chadwick & Cline. He was married on the 19th day of December, 1882, to Miss Laura Snively, of Philadelphia, Penn.

**S. D. CLARK**, superintendent construction Port Huron & Northwestern Railroad, is a native of Chesterfield, N. H., and was born January 28, 1820; grew up and learned his trade in that State. Came to Sarnia in

1856, and was on both sides of the river and built all the buildings on the Sarnia Branch, also had charge of building all the buildings for the Grand Trunk Railroad on both sides of the river, then returned to his native State and engaged in farming for ten years. In 1871, he went to St. Louis, and had charge of erecting the buildings of the American Plate Glass Works for Capt. Ward, and afterward was engaged in the drug business for several years, and is now superintendent of construction for the Port Huron & Northwestern Railroad Company. He held the office of Superintendent of the Board of Public Works for three years. In 1845, Mr. Clark married Miss Sarah Emerson, a native of Hillsboro County, N. H. They have five children—William E., Susie E., Frank P., Amy A., Laura M. They have lost two children—Charles J., died August 18, 1881; Clara A., died September 25, 1881. There are few parents called upon to mourn the loss of children of greater promise. The death of the former was caused by a railroad accident. Miss Clara A. Clark was a graduate of the Port Huron High School in the class of 1876, afterward engaged in teaching until her last illness. The news of her death was received with keen regret in all parts of the city, where she was a general favorite. Among her more intimate friends, it caused inexpressible grief. Her associates in school life, the Lotus Club and the Literary Club, in both of which she was a loved and honored member, met in special gatherings to express their genuine respect, love and sympathy.

ASA R. COLE, United States Inspector of Boilers, is a native of Troy, N. Y., and was born December 12, 1842. He learned the trade of machinist, and at the age of twenty came to Michigan; was engaged as an engineer on steam vessels and in charge of engine and machine shops until 1871, when he was appointed United States Inspector of Boilers of Steam Vessels for the District of Huron, Mich., which position he now holds. Mr. Cole was united in marriage to Miss Cornelia Colton, of Milan, Ohio, September 17, 1868. They have three children—Mary R., Giles F. and Lina Louise.

JOHN COLE is a native of London, Canada, and was born March 12, 1825. Upon reaching manhood, he came to Michigan in 1847, and located in Port Huron, engaged in building, and continued in that business fourteen years, and during that time built fourteen saw mills. In 1861, he engaged in lumbering. He cut and put in the first logs in Thunder Bay River, and built the first mill in Alpena, and also built the first steam mill at the mouth of the Muskegon River. He has been engaged in lumbering over twenty years. He has cleared over two thousand acres of land, mostly in this county, and owns a large farm of six hundred acres, and has the largest barn building in this county, and also owns a grist mill. When he came here he only had 50 cents; his success in life is owing to his own efforts. He has held the office of Justice of the Peace and Supervisor. In 1852, Mr. Cole married Miss Martha E. Mooney, of Birmingham, Oakland Co., Mich. They have six children—Francis J., Norman D., Sylvia, Herbert L., Mason J., Myra E.

HON. OMAR D. CONGER, United States Senator, was born in 1808 at Cooperstown, N. Y. He removed with his father, Rev. E. Conger, to Huron County, Ohio, in 1824. He received the instruction given in the common schools; pursued his academic studies at Huron Institute, Milan, Ohio, and graduated from the Western Reserve College in 1842. From 1845 to 1848, he was engaged in the geological survey and mineral explorations of the Lake Superior copper and iron regions. In 1848, he removed to Port Huron, Mich., and engaged in the practice of law. In 1850, Mr. Conger was elected Judge of St. Clair County Court. He was elected State Senator for the biennial terms of 1855, 1857 and 1859, and during the last term was made President *pro tempore* of the Senate. In 1860, he was elected a member of the Constitutional Convention of Michigan, and in 1864, was a Presidential Elector on the Republican ticket. He represented his district in the Forty-first, Forty-second, Forty-third, Forty-fourth and Forty-fifth Congresses. In the last election he received fifteen thousand eight hundred and eighteen votes, against thirteen thousand one hundred and seventy-seven, given the Democratic candidate, Anson E. Chadwick. In the winter of 1880, he was elected to the United States Senate, to succeed the late Senator Chandler.

CAPT. ARTHUR CONKEY is a native of Michigan, and was born at Port Sanilac February 5, 1851; he began sailing in 1862, when only eleven years of age, as cabin boy on the steamer Dubuque, and next went with Capt. Frank Downer on schooner Idaho. He sailed as mate four years, and in 1873 was Captain of the Island Queen, and sailed her three years, and then sailed the barge Scotia; in 1877, bought an interest in the J. H. Magruder, and since then, for the past five years, has sailed master of her, and is also owner. Capt. Conkey married Miss Minnie Kronsie, of Buffalo, N. Y. They have three sons—Charles, Arthur, Fred Anthony.

H. W. COOLEY, of the firm of Casler & Co., contractors and builders, is a native of Oneida County, N. Y., and was born June 5, 1846. He came to Port Huron in 1864, and in November of the same year enlisted in Company A, Nineteenth Regiment U. S. Infantry, and served three years, and was mustered out as First Sergeant of his company; then returned to Port Huron and learned the trade of carpenter and joiner, and worked at his trade for some years; in 1878, he associated with his present partner, and since then they carried on the business together, and have a large trade. He served six years in the State militia, and when discharged held commission of First Lieutenant. He also holds office of Alderman. Mr. Cooley married Miss Eva Morris, a native of this county, February 28, 1874. They have two children—Myrtle May, Floyd Garfield.

GAGE M. COOPER, owner and proprietor of Cooper Hotel, P. O. Port Huron, is a native of Broome County, N. Y., and was born in Binghamton March 21, 1817. When seventeen years of age he started West, and went by Susquehanna River and Juniatta Canal and Portage Railroad over the mountains. At Pittsburgh, went on the first steamboat he ever saw to Wellsville, Ohio, and from there he took his worldly goods on his back, and walked through the western reserve to Kalamazoo, and reached there in 1835; he helped dig the grubs out of the streets of that city, and worked on the Territorial road; in 1838, he began railroading on the Pontiac Railroad, and afterward was on the Central Railroad, and from there went to Cincinnati, and went on the Lexington & Louisville Railroad, and was master mechanic of that line; while there, he decorated the car that carried the remains of Henry Clay to Lexington. He returned to this State, and was under foreman of the shops in Detroit of the Detroit & Manistee Railroad. During the war he had charge of the



Great Western Railroad, and after that came to Fort Gratiot, and was locomotive foreman on the Grand Trunk Railroad. He was actively engaged in railroading from 1838 until 1872, and with one exception is the oldest railroad engineer in the State. In 1875, he built the Cooper Hotel, at Grand Trunk Junction, and since then has kept this house. In 1842, he was appointed Postmaster at Royal Oak, Mich., and held that office three years, and held the office of Justice of the Peace two terms. Mr. Cooper has been twice married; his first wife was Miss Eliza Johnson, of Haddam, Conn. She died in 1860, and left three children—Thomas J., James F. and Ella. Mr. Cooper has files of the New York *Tribune* of 1842-43, and also has an original copy of the New England *Weekly Journal*, dated April 8, 1728, over one hundred and fifty-four years old.

JOHN CORNWALL is a native of St. Clair County and was born March 10, 1836; he began sailing in 1860, in the schooner Albatross, and two years later sailed as Captain of the tug Dart, and since then has sailed Captain of the B. B. Jones, the Wilcox, the Grant, the Bob Anderson, the Frank Moffatt, the Castle, and the steam barge Tecumseh, and during the twenty years he has been in the marine service, has only sailed for three firms. Capt. Cornwall was united in marriage March 5, 1863, to Miss Eliza Yokom, a native of Canada; they have six children—Lettie, Lulu, Alta, Susie, Lalia, Ray.

CAPT. THOMAS COWAN, master steam barge Ira B. Chaffee, is a native of Canada, and was born at Port Rowan, Ontario, March 18, 1840; he began sailing on the scow Royal Oak when only sixteen years of age, and afterward sailed as mate for some years; in 1870, was master of the barge Norway, and sailed her for seven years, and the Susan Ward two seasons, and since 1880 has sailed as master of the steam barge Ira B. Chaffee. Capt. Cowan has been in the marine service twenty-five years. He married Miss Eleanor Ellis, a native of Port Rowan, Canada, February 25, 1863; they have two children, Minnie M. and Perley.

P. C. COY, of the firm of Charles A. Jex & Co., wholesale confectioners, is a native of Huron, Ohio, and was born May 10, 1845. His parents came to St. Clair in 1849, and he lived here until 1859, then went to Port Austin. Two years later, upon the breaking-out of the war, he enlisted in the naval service, and served under Admirals Foote and Porter. He was wounded while they were conveying the troops across the Mississippi River, on their retreat from the Red River expedition. He was in the service over three years, and was a non-commissioned officer. He had three brothers in the war, and all returned. After the war, he returned to this State, and came to Port Huron in 1874, and engaged in business. He associated with Charles A. Jex, and established their present business January 16, 1882, and are building up a good trade. In 1862, he married Miss Alma Jane Hayes, from East Saginaw. They have three children—John A., Olo J., Barton W.

CAPT. JAMES COX, of the barge Susan Ward, is a son of Capt. James Cox and Emily Cox, who were among the early settlers of Port Huron; his father died November 17, 1864, and his mother died June 21, 1882. Capt. Cox was born in Port Huron September 22, 1849; he began sailing when only eleven years old, with his father, on the scow "Sea Foam." When only seventeen years of age he sailed as Captain of the "Uncle Sam," and since then has sailed the "Adain," the "Wyoming," the "Morgan," the "Vision," the steam barge "Mary Mills" and the "City of Port Huron," sailed the "Alpena" five years, and for the past two years has sailed the barge "Susan Ward" for the Oscoda Salt & Lumber Co. Capt. Cox married Miss Josephine Palmer, a native of New York State, December 25, 1870; they have two children—Jennie and James, and have lost four children.

GEORGE CRACKEL, of the firm of George Crackel & Co., painters and dealers in all kinds of painters' and artists' materials, is a native of Wabash County, Ill., and was born September 5, 1852. When ten years of age his parents removed to Canada, and he began learning his trade in Chatham. In 1868, he went to Chicago and entered the employ of Heath & Milligan, the largest and best house in that line in the city. He came to Port Huron in 1872, and in 1875 engaged in his present business; the firm was Thorn & Crackel; they were in business together two years, when Mr. Crackel bought out his interest. In 1880, his present partner became associated with him; they have a large trade, and employ from twenty to forty men at different seasons of the year, as their trade demands; they have a large trade. Mr. Crackel married Miss Henriette Pace, of Niagara, June 3, 1876; they have three children—Walter E., George Godfrey, John G.

ALEXANDER CRAWFORD, deceased, was born in Argyleshire, Scotland, October 3, 1822. His parents came to the United States and settled in Michigan in 1832. He grew up and received his education in this State. He came to Port Huron in 1844, to take charge of the schools. He taught in the first two schools erected here; first in the old building that stood on the present site of the high school edifice, and after that in the old Brown School. Mr. Crawford was united in marriage April 15, 1852, to Miss Mary Palmerlee, of Granville, N. Y. Her parents came West to Michigan, and settled in Macomb County in 1830. Mr. Crawford was engaged in teaching for fourteen years, and many of the active business men of this city are indebted to him for the results which his teaching and example as an instructor had in forming life habits and molding their character. For over eight years he was an officer of the Government in the custom department, and he performed the delicate and arduous duties of his office with the same fidelity that characterized everything in which he was employed. He held that position until his death, which occurred July 29, 1869. He left four children, all daughters—Eva N., now Mrs. H. C. Knill, Hattie M., Frankie A., now Mrs. Frank Sharp and Anna E.

M. C. CRONK, manufacturer of Dr. Cronk's Sarsaparilla Beer, is a native of Rensselaer County, N. Y., and was born December 25, 1827; grew up in that State and studied medicine. In 1867, came to Detroit and since then has lived in this State. Came to Port Huron in 1877, and established his present business, and since then has been engaged in the manufacture of Dr. Cronk's Sarsaparilla Beer, and has built up a large trade which is constantly increasing. During the past season he has filled single orders for 1,000 bottles. He supplies the local trade, and ships large amounts of his goods.

WILLIAM CURTIS, Captain of the "James Beard," is a native of Canada, and was born on the St. Lawrence River, February 1, 1830; he grew up in Canada, and worked for Davenport on the ferry between here and Sarnia, and was afterward for ten years in the employ of Capt. Moffat. He came to Port Huron in 1857, and since then has resided here; for the past fifteen years has had command of vessels and tugs on the



river and lakes. Capt. Curtis was united in marriage June 11, 1854, to Miss Lucy A. Coy, a native of Cleveland, Ohio, daughter of Ansel B. Coy, one of the earliest Indian traders in St. Paul, Minn.; they have one daughter, Mrs. Fred Starkweather.

JAMES A. DART, manufacturer and jobber of tinware, is a native of Michigan, and was born in Macomb County, March 1, 1839; he lived in that county until sixteen years of age; came to Port Huron in 1855, and entered the employ of William Stewart; finished learning his trade, then worked journey work, and was with him as long as he continued in the business, and since then with Sanborn, Carleton & Co., and Carleton, Stewart & Co. He has lived here since 1855, and during all that time, a period of twenty-eight years, in the employ of the house established by William Stewart, and since 1859 has been foreman of this department, during the present year he engaged in business for himself. In 1867, he married Miss Susan Bowman, a native of Canada; they have six children—William, George, Charles, Arthur, Jennie and Chester.

J. A. DAVIDSON, dealer in carpets, oil cloth and wall paper, is a native of Scotland, and was born September 29, 1837. His parents emigrated to this country when he was very young, and came to Michigan and settled in this county; upon reaching early manhood he came to Port Huron in 1856, entered a store as clerk. In 1864, he engaged in the dry goods trade, and carried on that business for eight years. He established his present business in 1872, and is the only exclusive dealer in carpets, oil cloth and wall paper in Port Huron, and he has built up a large trade. Mr. Davidson was united in marriage to Miss Helen M. Loomis, from Albion, Calhoun Co., Mich., September 29, 1864; they have one daughter, Eusibia N.

THOMAS DAVIS, dealer in groceries, corner Division and Seventh streets, is a native of England, and was born December 29, 1854. He came to Canada during his early childhood, and came to Port Huron in 1866. He entered Mr. Hope's store as clerk, and remained with him eleven years. In 1877, he started a little store, and since then has carried on the business here. In 1876, he married Miss Addie N. Carey, a native of New York. They have two children—Walter H. and Thomas A.

GEORGE DENLER, of the firm of Denler Bros., ice dealers, is a native of Switzerland, and was born January 3, 1847. His parents came to America in 1854. They lived in Cleveland three years and came to Michigan in 1857. Upon reaching manhood he engaged in farming and lumbering. In 1881, he and his brother engaged in the ice business. He married Miss Alice Slingerland, a native of St. Clair County, October 16, 1870. They have two children—Helen M. and Laura A.

DAVID DENNIS, farmer, Section 17, P. O. Port Huron, is a native of Onondaga County, N. Y., and was born December 15, 1844. He remained in his native State until eighteen years of age; then came to this State, to Van Buren County. In 1868, he came to this county, and since then has been engaged in farming. He owns 120 acres in the town of Columbus; for the past seven years has had the management of this farm for John P. Sanborn. Mr. Dennis was united in marriage July 9, 1869, to Miss Mary Hunt, a native of this county. Her parents, Hiram and Mary Hunt, were among the early settlers of this county.

ALBERT DIXON, of the firm of Saunders & Co., wholesale grocers, is a native of England, and was born December 24, 1840. His parents came to the United States in 1849, and located in Illinois. He came to Port Huron July 21, 1853, when only thirteen years of age, and entered the employ of his uncle, Judge Saunders, his present partner, who established their present business in December, 1852. He remained with him until 1871, when he became a partner in the business, and since then has had the active management of their large established trade. This house is the oldest in mercantile and commercial trade in Port Huron, or this section of the State, and is well-known throughout the State. Mr. Dixon was united in marriage April 3, 1861, to Miss Sarah A. Wilson, a native of the North of Ireland. They have three children—Fred J., Eva N., Harvey A.

CHARLES K. DODGE, attorney at law, is a native of Michigan, and was born in Jackson County April 26, 1844. He received his education in this State, studied law and was admitted to the bar in 1875. After being admitted he came to Port Huron and engaged in practice of law, and since then has practiced his profession here. He was elected City Attorney and held that office one term.

CAPT. FRANK N. DOWNER is a native of Michigan, and was born in the town of Washington, Macomb County, July 17, 1835. The following year his parents came here. From early boyhood his life has been spent on the water, his earliest recollections of it was sailing on a *slab* on the river. When eleven years old, in 1847, he went on the Grace Amelia, Capt. John Dillon, and in 1852, when only seventeen years old, he was Captain of the Hawk, and next sailed the Esculapius and the Lady Jane. In 1855, 1856 and 1857, he was master of the Euphemia, then the Henry Young, the Curlew, E. M. Carrington, Lilly May and the Skinner. In 1872, he built the Dunford, and since then has sailed as master and part owner of her. Capt. Downer has been in the marine service for thirty-six years, and for more than thirty years has sailed as master, and has had a large practical experience. He has held the office of Tax Collector. Capt. Downer was united in marriage July 18, 1860, to Miss Britannia Jex, a native of London, Canada. They have had eight children, only two of whom survive—Charlie Jex and Frank Nelson.

LIEUT. GEORGE DUFF, is a native of Scotland, and was born October 6, 1837. He came to the United States in 1852, and lived in Pittsburgh until the breaking-out of the rebellion, when he enlisted August 16, 1861, in the One Hundred and Second Regiment Pennsylvania Volunteer Infantry, better known as the Old Thirteenth Regiment, Company D. Was mustered out of that regiment September 23, 1864, and accepted an appointment in the Veteran Reserve Corps, September 24, 1864, and was mustered out November 23, 1866. He was appointed, July 28, 1866, Second Lieutenant in the United States service, and accepted the appointment November 24, 1866, and was transferred April 8, 1869, to the First Regiment United States Infantry, was promoted to First Lieutenant February 13, 1873; retired from active service June 28, 1878, on account of wounds received in line of active duty. Lieut. Duff is prominently identified with the Masonic fraternity—is High Priest of Huron Chapter, No. 27, and is Eminent Commander of Port Huron Commandery, No. 7, Knights Templar.

**THOMAS DUNFORD**, of the firm of Dunford & Alverson, ship builders, is a native of England, and was born in 1834. Emigrated to America in 1849; learned his trade in Canada on the Welland Canal, of Abbe Bros.; went to Chicago in 1850, when there was only one dry dock in that city; remained there twelve years. Came to Port Huron in 1862, and established their present business; and since then for the past twenty years, have successfully carried on the business here. For the past five years the firm has been Dunford & Alverson. During the past three winters they have employed from one hundred and fifty to two hundred men. Mr. Dunford has held the office of Supervisor. He married Miss Sarah E. Pace, of Port Huron, August 27, 1863. They have one son, Fred J.

**J. E. DUVAL**, Agent Chicago & Grand Trunk Railroad, Section 18, at Port Huron and Grand Trunk Junction, is a native of Canada, and was born March 29, 1859. His parents came to this county during his early boyhood. He entered the employ of this line in 1873, and since then, for the past nine years, has been connected with it, and it is a remarkable fact that he has not lost one day during that time. In 1880, he was appointed agent in charge of the business of the company, at this station, and since then has held that position.

**W. P. EDISON**, Superintendent Port Huron Street Railroad, is a native of Ontario, Canada, and was born November 5, 1831. In 1837, his parents removed to Milan, Ohio, and he grew up there, and after reaching manhood, he came to Michigan in 1854, and located in Port Huron. He has been actively identified with the Street Railroad Company since its organization, and since its completion in 1866 has held the position of Superintendent, and had the active management of operating the road, and is the largest stockholder in the company. He has also been interested in vessel and steamboat property. Mr. Edison is the eldest brother of Thomas A. Edison, the noted electrician, whose reputation has become world-wide. Mr. Edison was united in marriage to Miss Ellen J. Houlihan, of Oswego, N. Y., September 26, 1856. They have one daughter, Nellie M., now Mrs. W. A. Poyer, of Norwalk, Ohio. They lost one son, Charles P., who died in Paris, France, at the age of nineteen years. He had been studying with his uncle, Thomas A. Edison, for a number of years, and was a young man of promise.

**F. CHARLES EICHHORN**, manufacturer of cigars, and dealer in cigars, tobacco and pipes, billiard hall, wines and liquors, is a native of Germany, and was born in Alsbach, Hesse-Darmstadt, May 24, 1835. Upon reaching manhood, he emigrated to the United States in 1856, coming to Port Huron in the same year, and began working at his trade. In 1864, he started his present business, and since then, for the past eighteen years, has successfully carried on the business in his present location, and has a good trade. He is a member of the I. O. O. F., K. of P., and the German Aid Society. He married Miss Mary Bachers, a native of Wiesbaden, Germany, February 11, 1859. They have six children—Charles, Mary, Augusta, Emily, Louisa and Gustav.

**PHILIP EICHHORN, Jr.**, Assistant Postmaster, is a native of St. Clair County, and was born in Port Huron February 1, 1859. He attended school here, and completed his education in Detroit, at Goldsmith's College. In 1871, he entered the post office, and since then, for the past eleven years, has remained there, and during the present year was appointed to his present position as Assistant Postmaster.

**W. A. ELDRIDGE**, of the firm of A. N. Moffat & Co., steamboat and vessel agents, is a native of St. Clair County, and was born in Port Huron October 15, 1847. His father, G. A. Eldridge, was an old soldier, and came here after the Florida war, and lived here until his death. W. A. grew up, and attended school here, and entered store as clerk. In 1868, he went away and lived in Chicago, New York and Toronto for ten years. In the spring of 1882, returned to Port Huron and became a partner in the firm of A. N. Moffat & Co. The firm of Wright & Eldridge, are also engaged in coal trade. Mr. Eldridge married Miss Florence E. Bean, from Rock Island, Ill., October 15, 1873. They have one son, Wallace Gordon.

**CAPT. CHARLES R. ELY**, deceased, was born in St. Lawrence, New York State, July 19, 1839. He commenced sailing for the Northern Transportation Co. in 1855. He was united in marriage January 9, 1865, to Miss Mary Mitchell, of Wolf Island, Ontario. For a time they lived in Ogdensburg, N. Y., and afterward in Kingston, Canada West, from which place they removed to Port Huron in 1878. With the exception of three years, Capt. Ely sailed for the Northern Transportation Company from 1855 until 1880. He was a very skillful sailor, and had a large experience in the marine service. After a lingering illness he died of paralysis, June 28, 1882. He was a kind husband and father, and his death was mourned by a large circle of friends. His wife and two sons, Eddie and Herbie, survive him, and reside in this city.

**CAPT. THOMAS A. ELLERY**, P. O. Marysville, Section 32, is a native of Vermont, born May 20, 1837. Removed to Port Huron November, 1851, and remained a resident of that city until 1879, when he came to this place. In the spring of 1852, he sailed on the schooner Eugene, with Capt. John Sinclair, Sr., and finished the season in the Lady Jane, acting as master of her during the illness of the Captain. In 1853, Capt. Ellery sailed the scow Baltic, and during the following three years sailed the schooner Trader, schooner Star, and other craft; owned and sailed schooner Emma about three seasons; was half-owner and master of the brig Preble; owner and master of schooner S. L. Noble and scow Hannah; sailed steam barge Nelson Mills in the fall of 1870. In 1871, was sailing master of schooner R. J. Gibbs in the Cleveland and Montreal trade. In 1872, was mate of steam barge Mary Mills, and since then has sailed propellers and barges for the Mills Transportation Company. Will sail the new steam barge now building and unnamed, for this company, during season of 1883. During thirty years of life on the water, Capt. Ellery has never lost a season, and has been master twenty-eight years of that time. He is also a practical ship carpenter, which trade he works at during the winter months. In 1857, Capt. Ellery was married to Miss Amelia Hallinan, of Port Huron, by whom he has had seven children, one of whom, the oldest boy, was accidentally killed by the street cars. The living children are named Amelia, Estella, Herbert, Arthur and Grace.

**M. V. ELLIOTT**, Inspector of Customs, is a native of Maine, and was born March 4, 1837; he grew up and attended school there; he came to Michigan in 1857, and came to Port Huron the same year; he entered the employ of Eddy, Avery & Co., and remained with this old and well established lumber company for nine-



teen years. In June, 1876, he was appointed Inspector of Customs for the Huron District, and since then, for the past seven years, has held that position. In 1862, he married Miss Matilda Young, a native of this city; they have three children, Francena, James T., Mary Jane.

ROBERT B. ELLIOT, proprietor Elliott House, was born in Roxburyshire, Scotland, June 29, 1834. He came to Canada in 1850, and came to Port Huron in 1868 and bought the Central Hotel, and kept that house two years, then kept the Union Hotel at Fort Gratiot three years, and after opened the Elliott House here, and kept that hotel five years; then sold out and went to the old country. After his return, he kept the Larned House one year, and the Commercial House two years. He has recently bought and re-built his present hotel. He married Miss Eliza Smith, of Mt. Forest, Ontario, Canada; they have four sons—Thomas B., Alfred S., William H., John L., and one daughter, Arggie.

PHILIPP ENDLICH, proprietor City Bakery, is a native of Germany, and was born June 6, 1826; he emigrated to this country in February, 1853; lived two years in New York, one year in Ohio; came to Michigan in 1856, and lived two years in Detroit, and came to Port Huron in 1857. He rented Fluzak's bakery in 1860, and engaged in business for himself, and since then, for the past twenty-two years, he has carried on the business here. The City Bakery is the oldest bakery in Port Huron. In 1870, he married Miss Martha Pfeiffer, a native of Germany; they have six children—Annie, John A., Caroline, Louise, Clara, Catharina.

W. F. ERNST, Deputy Collector Customs, is a native of Germany, and was born in Saxony, April 1, 1839. He emigrated to America in 1855, and two years later came to Port Huron, and was on a farm until the war, then enlisted and served in Battery B, First Light Artillery of Michigan. Was taken prisoner in battle of Shiloh, and was held two months. He was promoted to Lieutenant, and was in command of the battery for some time. Was discharged as First Lieutenant June 14, 1865. After the war, had a dry goods store at Point Edward until 1869, and the following year opened a grocery and crockery store at Port Huron, and engaged in that business until 1878, and the next year was appointed to his present position. He is a member of Masonic order, and belongs to Post G. A. R. In 1869, he married Miss Theresa Ortenburger, a native of the city of Berlin, Germany. They have four sons—W. M., M. W., B. W., and H. W.

DON EWER, dealer in wines, liquors, and tobacco, store in the old Minnie Block, opposite the Custom House and post office, Port Huron, Mich., is a native of Monroe County, N. Y., and was born June 22, 1844. He came to Flint, Mich., in 1856. Upon the breaking out of the rebellion, he enlisted April 28, 1861, in the first call for troops, and went out in Company F, Second Michigan Infantry; served three years, and re-enlisted as a veteran. In 1863, was appointed Mail Agent of the First Division of the Ninth Army Corps, and occupied that position until the close of the war, and was discharged in August, 1865. During the time he was mail agent, he made a run from Bull's Run to Washington, a distance of twenty-nine miles, in twenty-eight minutes. After the war, he returned to Flint, and lived there until 1874, when he came to Port Huron, and engaged in wholesale liquor and tobacco business. He deals exclusively in fine goods, and has a leading trade. In 1874, was united in marriage to Miss Eliza Draper, of Flint, Mich.; they have two children—Nellie E., and Don Harry.

N. T. FARR, dealer in groceries, is a native of New Hampshire, and was born July 19, 1814. He came to Michigan in 1841, and settled at St. Clair, and worked at the trade of ship carpenter there and at Marine City. In 1845, he came to Port Huron, and began work as carpenter and joiner, and followed that business for many years. He was elected Deputy Sheriff two years, and was route mail agent eighteen months between here and Detroit, and kept the Government light house at Sturgeon Point two and a half years, and for the past four years has been engaged in the grocery trade here. He brought the first sewing machine ever brought to Port Huron, and made the first ready-made clothing ever made and sold here. In 1839, he married Miss Mary Ann Bellows, of New Hampshire. She died in 1851 leaving two daughters, Francis E., now Mrs. David Fleming, Detroit; Emma J., now Mrs. Frank J. Holland. They lost two sons, George B., and Charles B. In 1852, he married Miss Orilla Steele, of Jefferson County, N. Y. They have one son, Charles Fred, and lost two daughters, Lillian and Helen. Mr. Farr served one year in the late rebellion, and at the end of that time was discharged for disability.

BETHUEL CLINTON FARRAND, attorney at law, was born in Aurelius, then Auburn, Cayuga Co., N. Y., December 13, 1820. He is the third son of Bethuel Farrand, first Judge of Probate of Washtenaw County, Mich., who with his family came to this State in the spring of 1825 and located in Detroit. In the fall of the same year, they went to Ann Arbor, which then comprised but ten or twelve families. Mr. Farrand received his school education there, attending for some time the Griffin Academy. In 1839 he went to Detroit to study law. He entered the office of Morey & Taylor. Mr. Morey, Attorney General, and afterward with Jay & Porter completed his study, and was admitted to the bar by the Supreme Court in 1843. During his years of study in Detroit he was one of the original members of "The Kent Club" and framed its constitution. Hon. George B. N. Lothrop, Hon. Anson Burlingame, Hon. Fred T. Sibley, Hon. D. B. Palmer, the county seat of St. Clair County, and engaged in the practice of his profession, and after a year removed to Port Huron, and entered into partnership with Lorenzo M. Mason. The firm of Mason & Farrand continued six years, when Mr. Mason removed to Detroit, and Mr. F. engaged in the lumber business. In 1857, he resumed the practice of the law, and since then has been prominently identified with it, and is the oldest member of the bar in active practice in this section of the State. He has held the office of Prosecuting Attorney two terms, and for a long time has been identified with the Pioneers' Association of St. Clair County. Mr. Farrand's first wife was Miss Laura W. Whitman, daughter of David Whitman, one of the early settlers of the county, who came from Haverhill, N. H. Their marriage took place November 14, 1845. Mrs. F., much beloved and respected, died June 22, 1852. They had three children, daughters, the youngest Sarah, died soon after the mother. Mr. Farrand was united in marriage to Miss Helen M. Wheaton, daughter of John Wheaton, of New Haven, Conn., October 16, 1854. Miss Wheaton was principal of a young ladies' school in Detroit, and formerly connected with the high school of Hartford, Conn., and is a native of Bran-



ford, in that State. Mrs. F. is prominent in literary circles in this section of the State, and with her originated the idea of forming the Port Huron Ladies' Library Association, mentioned elsewhere. In pioneer matters, she has taken great interest, and was one of the Vice Presidents at the formation of the State Pioneer Society. Mr. Farrand has four daughters and one son living: Laura Caroline, now Mrs. Silas L. Ballentine, President and Founder of Somerville school, Mary Emma, Helen M., Fanny C. and Bethuel Clinton, Jr., all of whom are now residents of St. Clair and Port Huron. The name of Mr. Farrand has long been a synonym for honesty and uprightness in his profession, and he is well known throughout the State.

FREDERICK FINSTER, M. D., homeopathic physician and surgeon, is a native of Germany, and was born in Bavaria April 3, 1831. His parents emigrated to this country, and came to Detroit when he was only six years old, in 1837. He grew up and received his education in this State. Studied medicine in Detroit in the office of Drs. John Ellis and S. B. Thayer; attended his first course of lectures in the College of Medicine and Surgery in the University of Michigan during the session of 1853-54. He took his next course of lectures in the Homeopathic Medical College of Cleveland, Ohio, during the session of 1854-55, and graduated therefrom in the spring of 1855. He then formed a copartnership with Dr. E. H. Drake, of Detroit, for two years, and was actively employed in his profession during that time in that city. He came to Port Huron in the spring of 1857, and since then, for the past quarter of a century, has been successfully engaged in the practice of medicine, and has won an enviable reputation as an able, conscientious physician; and, with one exception, is the oldest practitioner in the city. In 1859, Dr. Finster was united in marriage to Miss Lydia A. Kimball, a native of this county; they have six children—Alice May, Sheldon Edward, Frederick Ellis, Nancy Edith, Arthur Ray and Chester.

GEORGE FISH, of the firm of George Fish & Co., dealers in groceries and provisions, is a native of England, and was born May 11, 1812. Upon reaching manhood, emigrated to the United States, in 1833, and reached Port Huron in the spring of the same year, when there were only three houses in Port Huron. He was clerk in a store for two years. Then bought a farm and engaged in farming for many years. In 1872, he came in town again, and engaged in the grocery trade. He owns several good farms, besides stores and buildings here in the city. When he came here he had nothing, and his success in life is owing to his own efforts. In June, 1839, he married Miss Mary Rattray, a native of Scotland. They have five children—William, Mary Jane, Thomas, George and John.

THOMAS FISH, of the firm of George Fish & Son, dealers in provisions, groceries and sporting goods, is a son of George Fish, one of the earliest settlers of Port Huron. Thomas was born in this county November 16, 1854. He grew up and attended school here. They established their present business in 1879, and have built up a large trade. He is connected with the State militia, being a member of the Port Huron Guards.

E. FITZGERALD, proprietor Fitzgerald ship-yard, is a native of Ireland, and was born April 11, 1818, and emigrated to this country in 1835, and two years later came to Port Huron and arrived here in November, 1837. After coming here, engaged in lumbering, and helped build the first saw-mill at Fort Gratiot; afterward went on the lakes, and was engaged in sailing until 1866, when he established a ship-yard, and engaged in ship building and repairing, and has carried on the business until the present time. Mr. Fitzgerald is one of the early settlers of Port Huron, and has been identified with the interests of the city, and has held the office of Mayor of the city, Supervisor, Alderman, Comptroller and other local offices. In 1841, Mr. Fitzgerald was united in marriage to Miss Mary Lamb, a native of this State. They have nine children—Edmund L., William C., Sarah, James, Mary, Thomas, Fred, Stella, Augustus.

JAMES H. FITZGERALD, proprietor dry dock and machine shop, is a native of Port Huron, and was born May 27, 1854. His parents were among the earliest settlers of this place; he grew up and attended school here, and has always lived in the first ward of the city. He learned his trade of engineer here, and, when eighteen years of age, passed his examination and received his certificate as engineer. He served as engineer on the lakes for five years, and in 1876 established his present business, and has carried it on since then. He manufactures all kinds of mill and marine machinery, and has a good trade.

W. C. FLANAGAN, cooper, is a native of Canada, and was born December 27, 1816. After reaching manhood, he came to Michigan and settled in Port Huron in the fall of 1837, and was among the early settlers of this then small village. He soon after engaged in his present trade, and has carried on the business most of the time for the past forty-five years. He employs eight to ten men, and does a good business. There are very few here now that were here when he came. While living outside of the town, he held the office of Township Highway Commissioner, School Director, Town Clerk and Justice of the Peace. In 1843, Mr. Flanagan married Abigail Chase, of Canada. She died June 10, 1851, and left three children, Alexander, Joseph C., Flora. In 1853, he married Lucinda Ruddock, of Port Huron; they have four children—William, Henry, Howard and George.

CHARLES FLUGAL was born in the city of New York February 9, 1799; when only fourteen years of age, on the 8th of March, 1813, he enlisted as drummer boy in the Thirteenth Regiment United States Infantry, in the war of 1812; he remained in the service until the close of the war, and was discharged in June, 1815, at Sackett's Harbor, N. Y., and remained there until 1818. He enlisted again December 10, 1818, for five years, in the Second Regiment United States Infantry. After serving his term of enlistment, he enlisted again for five years, and during this term he went up the St. Clair River, on the old steamer Superior, to Fort Howard, on Green Bay, and remained there two years; then returned to Governor's Island, New York, where he received a furlough of sixty-one days, and went to Sackett's Harbor and remained there eleven months, when times were so hard that he could not get work, and on the 27th of April, 1829, he again enlisted for five years in his old regiment, the Second United States Infantry; during that time removed to Fort Niagara, and one month later, upon the breaking-out of the Black Hawk war, the troops were ordered West, and his command came to St. Clair. It was during the cholera summer of 1832; they came to St. Clair and remained there several days, the men were dying of cholera; they went to Spring Wells and were there ten days, then went to Niles, Mich.; here the command embarked in a pirogue composed of two dug-outs made from two

large logs lashed together, and afterward took a schooner and went to Chicago, where they joined Gen. Scott's command, on the 10th of August they started for Galena, via Naperville and Dixon's Ferry; they went to Rock Island, and remained there and at Davenport until September 17, when the treaty with the Indian chief was completed; they then returned to Chicago, and the command was transferred to Fort Dearborn. On the 2d of October he, with ten others, started for Detroit on foot; they were all that were left of the command of eighty-four that started West; they returned to Fort Niagara, and he finished his fourth term of enlistment, and again re-enlisted for three years, and a few months later was ordered to Fort Gratiot, and reached here in 1834, and served out his fifth term of enlistment, and twenty-three years of military service, and was discharged in 1837. He then started a bakery and grocery, and continued in that business, on Military street, corner Water street, until 1854. After selling out, he was clerk in store of Sweetzer & Sanborn, and was also with Peter and John Sanborn. He has been a member of the Masonic order over forty years, and is now Tiler of Pine Grove Lodge and Port Huron Lodge, and also Tiler of the Chapter and Commandery. July 31, 1822, he married Miss Emily Allen. She was born in Jefferson County, N. Y., January 31, 1805; they have two children—Mary, now Mrs. Livingston, living in this county; and Samuel; he served four years in the Seventh Regiment Michigan Volunteer Infantry.

**CAPT. DANIEL FLOOD** is a native of Canada, and was born January 1, 1825. He began sailing in 1845, on the scow *Antelope*. He helped to take the first mill-engine up on Lake Huron shore in 1846, and took the first load of lumber that was shipped out of Alpena some twenty-four years ago, and has been running for the same man ever since, Mr. J. S. Minor, mill-owner. He sailed four years before the mast, then went as mate, sailing master of the *Emeline* and other vessels until 1855, then sailed master of the schooner *Meridian*. He bought and sailed several vessels, and in 1860 bought the schooner *Seaman*, and has owned and sailed her for the past twenty-two years—a longer time than any captain from any port on the river has owned and sailed one vessel continuously. He came to Cottrellville, in this county, in 1846. Capt. Flood married Miss Eliza Jane Harrington, a native of New York State, March 3, 1859. They have two children, Ellen, now Mrs. Clark, of Ohio; Edith, now Mrs. George L. Thompson.

**DANIEL FOLLANSBEE** was born in Grafton County, N. H., February 24, 1813. He learned the trade of carriage making. Upon reaching manhood, he came west to Michigan, and arrived in this county at St. Clair October 1, 1833, and began working at his trade. There being little demand for carriages at that early day, he went to work at the trade of millwright, and since then, for a period of about fifty years, he has worked at the trade. His first visit to Port Huron was October 6, 1833. He came in a canoe. In 1856, he came to Port Huron to reside, and since then has resided here, and has lived in the county half a century, and is one of the oldest settlers now living here. At one time, he could call by name every man living in St. Clair County. He has held the office of County Clerk, and served as Under Sheriff fourteen years. He married Miss Eliza M. Davis, a native of Grafton County, N. H., May 22, 1837. They have had eight children, only two of whom survive, Susan, now Mrs. William R. Andrus, and Frank, both living in Port Huron.

**FRANK L. FOLLANSBEE** is a native of St. Clair County, and was born October 11, 1846. When only fourteen years of age went in the grocery store of R. S. Baker; afterward entered the employ of Joseph Jacobi, and was connected with his clothing business for twelve years. In 1876, was elected City Clerk, and was re-elected four successive years. In 1881, was elected City Comptroller. He received the nomination for Sheriff at the recent Democratic Convention. He married Miss Alice Colerick, of Almont, Lapeer Co., Mich., December 7, 1876. They have one son, Van Colerick.

**CAPT. WILLIAM FORBES** is a native of Aberdeen, Scotland, and was born July 27, 1838. He came to the United States in 1856; lived in Canada, at London and Sarnia, a few years. Began sailing in 1861 on the brig *Ocean*, under Capt. Thomas Neal, for two seasons; then sailed on the *Garibaldi* and the *Anglo Saxon*. He sailed as mate from 1866 until 1871; in 1871, he was master and half-owner of the *Fanny Neal*, and sailed her until 1877; he then spent one season running ferry at Saginaw, and since then has sailed master of the *Fanny Neal*. In 1878, he built the freight and passenger steamer *C. A. Forbes*. She runs on the west shore, and he is now her owner. He is now building at Bay City a large steam barge for the iron ore trade, to cost about \$75,000. He also owns a good farm in Canada. When he began life, he had nothing; and his success is owing to his own efforts and good management. Capt. Forbes married Miss Catharine Kerr, of Sarnia, Canada, December 16, 1868; they have four children—Alexander, Christie Ann, Catherine May and William; lost two children in infancy.

**LOREN B. FORESTER**, proprietor "Pony Mill," is a native of Canada, and was born in the county of Dundas July 23, 1826. His parents removed to St. Lawrence County, N. Y., in 1831. He returned to Canada in 1838, and remembers being within hearing of the battle of the Windmill. Came to this county in 1849 and engaged in mill building, and two years later engaged in milling, and since then for a period of thirty years has been engaged in milling and mill building, and is the oldest in the business in this city and county. Mr. Forester married Miss Christina Atkins, a native of Lanarkshire, Scotland, October 20, 1853. They have four children—Jessie, Fannie, John C., George L.; lost one daughter, Minnie.

**E. T. FREEMAN**, superintendent of Sanborn's Elevator, is a native of Ontario County, N. Y., and was born March 21, 1841. His parents came to Michigan in 1843. When the war broke out, Mr. Freeman enlisted, on the first call for troops, in the Topographical Engineers' Company. Capt. Howland, of the company, originated the system of signal lights and signal flags, from which sprung the system used by the army during the war. The company was in Missouri until Fremont was superseded, when the signal corps was disbanded. Mr. Freeman went into the Twentieth Michigan Infantry, and participated in the battles of the Potomac until the end of the winter of 1862-63, when he was transferred to the Army of the Cumberland, under Gen. Grant, and took part in the siege of Vicksburg. In the winter of 1863-64, he entered the Thirtieth New York Light Artillery, under a commission issued by Gov. Seymour, and served until the end of the Atlanta Campaign. Mr. Freeman was then appointed to the Ordnance Department, under Gen. Sherman, in Sherman's march to the sea. He afterward returned to Tennessee with his command, and was on duty at



Tullahoma until the close of the war. He was wounded at Campbell Station, Tenn., and also before Atlanta. After the war, Mr. Freeman returned to Battle Creek, and was engaged in the grain trade there for eight years. He came to Port Huron in 1877, and since then has been engaged in the grain trade here. Mr. Freeman married Miss Jennie M. Powell, of Victor, Ontario Co., N. Y., August 27, 1863. They have three children—Charles Turner, Eugene Leigh and Ethel Pearl.

LIZZIE GAHAN, proprietor Exchange Hotel, corner Butler and Merchant streets, is a native of Ireland, and came to Port Huron in 1869, and the following year took charge of the hotel; and since then for the past twelve years she has successfully carried on the business in the same location.

CAPT. ROBERT E. GAIN, master steam barge Powers, is a native of London, Can., and was born February 5, 1846; his parents came here when he was only three years of age, and he began sailing when only sixteen years of age, on the scow Reindeer, and afterward was on the schooner Somerset and the Hibbard, was mate on the propeller Ballantine and sailed master of the schooner H. W. Sage, of Bay City, and since 1880 has sailed the steam barge Powers. Capt. Gain married Miss Harriet L. Bon, of Grand Haven, July 11, 1877; they have three children—Clinton, Robert E., Edna Clare.

CAPT. CUMMING S. GEEL, Port Huron, is a native of St. Clair County, and was born in the town of Port Huron December 6, 1836. His father, James M. Geel, was a native of Detroit, and his mother, Lydia Parmalee Geel, was a native of Rochester, N. Y. Capt. Geel began sailing on the schooner T. G. Scott during boyhood, and has been in the marine service twenty-eight years. In 1865, was Captain of the schooner Union; in 1873, he went with the Anchor Line, and sailed master for that line seven years. Then he superintended the building of the steam barge Fred McBrier, and since she was completed he has sailed master of her. In 1863, he married Miss Lydia Hitchings, of New Brunswick. They have five children—Harriet Blanche, Lulu E., Guy G., Howard, Herbert S.

WILLIAM GEORGE, Deputy Collector Customs, is a native of Pembroke, South Wales, and was born January 4, 1831. He learned the trade of ship carpenter, and afterward followed his trade for ten years in one of the largest ship yards in the city of London. He came to Port Huron in 1871, and was appointed to his present position July 1, 1882.

JAMES A. GIBSON, ship carpenter and farmer, is a native of Lower Canada, and was born December 25, 1839; was brought up and learned the trade of ship carpenter. After reaching manhood, he came to this county. He has worked at his trade at Port Huron, Detroit and Buffalo, and for the past twelve years has worked in ship yard at Vicksburg most of the time. He owns his farm, and has lived there since 1864. In 1859, he married Miss Agnes Duncan, a native of Canada; they have seven children—Kate, Maggie, John, Mary, Wallace, George, Lilly.

S. GOODMAN, merchant tailor and dealer in ready made clothing, is a native of Germany, and was born in Bavaria December 4, 1835. He emigrated to America in 1854, and the following year came to Michigan and located in the southern part of the State. In 1860, he came to Port Huron and established his present business, and is the oldest in the clothing trade here, having successfully carried on the business for twenty-two years. He has held the office of City Treasurer and Alderman, and is now a member of the Board of Estimates. Mr. Goodman was united in marriage, July 13, 1863, to Miss Fannie I. Larned, daughter of Mr. Asa Larned, of this city; they have two sons, Maurice and Leon.

JAMES GOULDEN, Vice President of the First National Bank; born in county of Sligo, Ireland, in 1829; came to this country in 1853 and to Port Huron in 1857, where he engaged in business, and continued in active business until February, 1881, at which time he retired. He has held the office of Vice President of the First National Bank since 1869; also director in the Port Huron Gas Company, and has served two terms as member of the Board of Aldermen. Mr. Goulden was united in marriage, September 24, 1857, to Miss Martha Roberts, Thornhill, Ontario.

JAMES W. GOULDING, of the firm of Barrett & Goulding, wholesale and retail dealers in dry goods, notions, millinery, is a native of Watertown, N. Y., and was born February 16, 1851. He grew up and attended school there, and afterward entered store as a clerk. He came to Port Huron, and with his present partner established their present business, in 1875. Since then, for the past seven years, their business has rapidly increased, and they have built up a large trade and have also established several branch stores which are in successful operation. Mr. Goulding was united in marriage, November 15, 1876, to Miss Libbie Steele, of Evans Mills, New York State. They have lost one daughter, Bessie.

AUGUSTUS C. GRAY, Section 32, P. O. Marysville, is a native of New York State, and was born in Chenango County April 7, 1831; upon reaching manhood he came to Michigan, and located in this county, in 1853, and engaged in teaching and farming. In 1862, he entered the employ of the lumber firm of N. & B. Mills; and since then, for the past twenty years, has been connected with the firm, and has charge of the office work of the business. Mr. Gray has been actively identified with the school interest, and for many years has served as School Inspector, School Treasurer and Superintendent of Schools. In 1856, Mr. Gray married Miss Lovina E. Brewer, a native of New York State. They have two sons, Guy and Ralph.

CHARLES M. GREEN, ornamental painter, is a native of Michigan, and was born in Macomb County March 9, 1854. He grew up in this State, and learned his trade in the city of Detroit, serving apprenticeship with the best workmen in that city. He came to Port Huron in 1879, and established his present business in 1881, and is building up a very good trade in the best class of work. Mr. Green was united in marriage to Miss Maggie O'Brien, of Canton, Ohio, October 4, 1880. They have one daughter, Bessie.

CAPT. GEORGE R. GREEN is a native of Canada, and was born April 30, 1835; he began sailing when eighteen years of age, on the propeller Vermont, and then on the Louisville; after two years, he sailed Captain of the schooner Preble, and afterward had command of the Athenian, and also the Genesee Chief, and for the past two years has sailed master of the D. P. Robbins. He has been in the marine service for the past thirty years. In 1856, Capt. Green married Miss Matilda Purdy, of Canada. They have three children—George, Susan, James.



**CHARLES GRIEB**, dealer in agricultural implements and farm machinery, is a native of Wittenberg, Germany, and was born September 18, 1834. He emigrated to the United States, and arrived in New York May 29, 1853. He came to Port Huron in May, 1857, and when he reached here only had 65 cents in his pocket. He entered the hardware store of William Stewart, and remained in his employ until 1861, then engaged in hotel business; opened the Union House and kept that hotel for sixteen years, and still owns the property. In 1877, he established his present business, and deals in wagons, carriages, and all kinds of agricultural implements, and has a large trade. In 1867, he was elected Street Commissioner, in 1879 was elected City Treasurer, and re-elected in 1880 and again in 1881; held that office three years and is now a member of the Board of Estimates. Mr. Grieb married Miss Kathrina Brommer, a native of Wittenburg, Germany, June 2, 1879, they have five children: Ophelia, Charles, Amelia, Gustav and Clara.

**DANIEL J. GUTRIN**, livery and boarding stable, is a native of Tompkins County, N. Y., and was born November 26, 1813. His parents came to Michigan in 1851, and he grew up and attended school in this State. In 1861, he entered store at Algonic, and was there four years; in 1865, went to St. Clair, and for four years was clerk in the store of George Walker & Co. In 1869, he came to Port Huron and engaged in mercantile business. His entire stock was entirely destroyed by fire February 6, 1870, and he suffered large loss. He bought a new stock of goods and continued the business until December 18, 1874, when he sold out. He established his present business in August, 1874, and since then has successfully carried on the business, and has a large stock of fine open and close carriages, buggies and horses, and has the leading trade. Mr. Gutrin was united in marriage August 19, 1867, to Miss Isabella Smith, of St. Clair, they have two children: Arthur S. and Claude.

**S. W. HAMILTON** is one of the oldest native born settlers of this county. His parents were Reuben and Mary White Hamilton. Samuel was born in St. Clair County, February 28, 1822. During his boyhood, his father was appointed light house keeper at Port Gratiot, and moved there and was there about ten years, then came to Port Huron. In 1835, he was appointed Justice of the Peace of this county by Gov. Mason. Samuel grew up here, and has always lived here, and now resides in the old home place on the corner of Broad and Huron streets. In 1847, he married Miss Harriet Newell James, a native of Buffalo, N. Y. They have one son, Arthur Edward, who is in a bank in Denver City.

**WILLIAM HANCOCK**, machinist, is a native of England, and was born May 22, 1818, and grew up and learned his trade there, and worked in the railroad shops there. He came to the United States in 1852, and lived in Pennsylvania two years, then came to Canada and worked in Toronto two years in railroad shops, and also in Stratford, London and Sarnia, as foreman Grand Trunk Railroad, and then went to Milwaukee and was there and in Iowa several years, having charge of railroad shops, then returned to Canada, and engaged in farming two years. In 1868, he came to Fort Gratiot and was appointed foreman of the locomotive shops, and held that position until 1880. In 1852, he married Miss Elizabeth Stewart, a native of Perthshire, Scotland. She died in September, 1882, at Port Huron, and left two sons: George A., foreman machine shop, El Paso, Texas, and William, machinist Grand Trunk Railroad.

**CAPT. GEORGE O. HARDER** is a native of Herkimer County, N. Y., and was born April 3, 1823. His parents removed to Fremont, Ohio, in 1831, and three years later came to Detroit and the following year came to this county. He began sailing in 1841 on the Sloop Superior. In 1848, was second mate of the De Witt Clinton, and in 1855 was second mate of the Forest Queen, and was afterward mate of the steamer Cleveland. In 1861, went to Saginaw and sailed the General Sherman for three years, and since then has sailed for himself. In 1852, he married Miss Mary Jane Conroy, of London District, Canada, they have three children: Rhoda A., George, Elizabeth.

**REV. C. E. HARRIS**, pastor Baptist Church, is a native of Plattsburgh, Clinton Co., N. Y., and was born November 11, 1818. He received his literary education at Madison University at Hamilton, N. Y., and pursued his theological studies at Hamilton Theological Seminary. His first pastorate was at Jackson, Mich., where he was ordained October 8, 1879. He accepted a call from the First Baptist Church of Port Huron, and began his labors here January 1, 1881. Mr. Harris was united in marriage November 28, 1879, to Miss Yettie R. Loomis, from Marlinus, Oneida Co., N. Y.

**E. W. HARRIS**, attorney at law, was born in Orange County, Vt., May 4, 1831. His parents came to Michigan in 1837, and settled in Oakland County. He was raised and received his education there. He studied law in his father's office and attended a law school in New York State. He was admitted to the bar in 1854. After his admission, he came to Port Huron and engaged in the practice of law. The following year he formed a copartnership with Hon. Omar D. Conger, present United States Senator, and they were associated together until the latter was elected to Congress. Mr. Harris was appointed Judge of the Circuit Court to fill the unexpired term of Judge Mitchell, and was afterward elected to the same position and remained on the bench for nine years. He was also Judge of Probate seven years, and held the office of Prosecuting Attorney for two years. He is one of the oldest practitioners in the northeastern part of the State. Judge Harris was united in marriage October 1, 1857, to Miss Sarah Jane Whitman, a native of New York State. They have two daughters.

**E. B. HARRINGTON**, of the firm of McMoran & Co., Michigan Mills, is a native of St. Clair County, and was born in Port Huron March 14, 1815. His father, Daniel B. Harrington, was one of the earliest settlers, and was prominently identified with the early settlement and development, and later prosperity of this place. He engaged in the lumber business at Richmondville and continued in the trade there for ten years. In 1877, he associated with H. McMoran in the flouring mill business. Mr. Harrington has the active management of the business.

**WILLIAM HARTSUFF** is a native of New York State, and was born January 16, 1845. His parents, Henry and Rachel Hartsuff, came to Michigan in 1842, when he was only seven years of age. He received his education in this State in the common schools and at Lehigh College, Lehigh Valley, Pa. In the spring of 1857, he came to Port Huron and engaged in teaching. Upon the breaking out of the rebellion, he had

charge of the schools here, but resigned his position and raised a company in this county, which was mustered in the service as Company E, Tenth Regiment Michigan Volunteer Infantry, in command of Capt. Hartsuff. The following spring the regiment landed at Shiloh, just after the battle at that place. He was with Gen. Sherman during his campaign to Atlanta, and was in the battles of Franklin and Nashville, in which his command took an active part. He was promoted to Lieutenant Colonel and made Inspector General of the Twenty-third Army Corps, and afterward promoted to rank of Colonel and appointed to the position of Inspector General of the Army of Ohio, and remained in the service until the close of the war. Every male member of his father's family served in the war. His father was in command of Fort Gratiot. His brother, the late Maj. Gen. George L. Hartsuff, a graduate of West Point, achieved great distinction in the service. Very few of our great Generals made so brilliant a military record. Another brother, Dr. Albert Hartsuff, now in Europe, is Surgeon in the regular service. Dr. Duncan, of Saginaw, a brother-in-law, was Surgeon of a Michigan regiment during the war. At the close of the war, while still in the field, Gen. Hartsuff was appointed Postmaster at Port Huron, and after his return he assumed the active charge of its duties, and since then has held that position. He has been actively identified with the interests of the city and county. He was one of the incorporators of the narrow gauge railroad, one of the original stockholders of the Port Huron *Times*, and has always been one of its Directors, and is now Vice President of the Commercial National Bank. Gen. Hartsuff was united in marriage in 1858 to Miss Albenah Larned, daughter of Asa Larned, of this city. They have two daughters, Nora and Georgiana.

JAMES H. HASLETT, merchant tailor, is a native of Washington County, Penn., and was born November 1, 1825. His parents removed to Richland County, Ohio, in 1832, where he lived until eighteen years of age; then went to Columbus, remained there about two years and finished learning his trade; then came to Michigan and located at Port Huron. Arriving here October 10, 1845, he and Mr. A. J. Dewey, of Columbus, Ohio, opened a shop here, and since then, for the past thirty-seven years, Mr. Haslett has carried on the business of merchant tailor in this place, and for twenty-nine years has occupied his present location. He is the oldest business man, with one exception, in Port Huron, and has carried on the business of merchant tailoring longer than any one in the State.

JOHN HAYES, engaged in lumbering, is a native of Canada, and was born at Picton December 2, 1845. His parents came to Michigan and settled in St. Clair County in 1855. After attending school, he entered the employ of S. L. Boyce and remained with him about twelve years. Since then he has been engaged in lumbering for himself. He has held the office of Supervisor. In 1868, he was united in marriage to Miss Elizabeth Birthwhite, a native of New York State. They have five children—William, Mary, Kittie, Lizzie and Frank.

J. P. HAYNES, of the firm of J. J. Boyce & Co., bankers, is a native of Allegany County, N. Y., and was born February 22, 1832. His parents, James Haynes and Calista R. Haynes, came to this county in 1839, when he was only seven years of age; he attended school here, then went to Detroit, and took a commercial course; he afterward engaged in lumbering in all of its branches, and carried on the business for fifteen years, and since then has been interested in dealing in pine, cedar and timber lands. In 1873, he associated with J. J. Boyce and established a bank, and since then the firm have been engaged in the banking business here. He has served as a member of the Board of City Aldermen. In 1860, Mr. Haynes was united in marriage to Miss Jane Young, of this city, daughter of James Young, an early settler. They have three children—Frank J., Fred E., William.

CAPT. FRANK HEBNER, is a native of Canada, and was born at Mariposa May 30, 1843. He began sailing in 1864, and sailed on the *Forester*, the *Alpena*, *Susan Ward*, *Marine City*, the *Benton*, *Galena*, and was mate of the steamer *Milton D. Ward* seven years. He was master of the steamer *Saginaw* three seasons, and for the past two years has been master of the City of Concord. Capt. Hebner married Miss Jennie McCracken, of Saginaw City, July 21, 1870. They have three children—E. Maud, Frank, Blanche.

PETER HILL, lumber dealer, is a native of Germany, and was born November 9, 1828; emigrated to America in 1852, and came to Michigan and located at Port Huron in 1856; worked in saw mill eight years; then engaged in inspecting lumber, and continued in that business until 1880, when he opened a lumber yard, and engaged in his present business. He has had a large experience, and has been connected with the business here over a quarter of a century. He has held the office of collector, and served as a member of the Board of Education, and is now a member of the Board of Estimates. He married Miss Ernestina Ernest, a native of Saxony, Germany, July 15, 1869. They have two children, Ernestina and Otto, and he has one daughter, Katie, by a former wife.

BENJAMIN HILLIER, master car-builder P. H. & N. W. R. R., is a native of Canada, and was born in Toronto July 13, 1846. In 1858, went to Missouri, and lived there three years, and came to Port Huron in 1861, and engaged in ship-building; built the scow *H. Moore*, and sailed her, and afterward engaged in ship-building again. In 1874, he began working in the shops of the Chicago & Grand Trunk Railroad, and remained there six years. In 1880, he accepted his present position of master car-builder of the Port Huron & Northwestern Narrow Gauge Railroad. He married Miss Catharine Buzzard, a native of this State, December 21, 1870. They have two children, Arthur and Jennie.

JOHN HILTON, Sheriff, is a native of Calais, Me., and was born July 3, 1840; after reaching early manhood, he came to Michigan and located at Port Huron, and engaged in lumbering; he was afterward elected Chief of Police, and held that office two terms; and served one term as Under Sheriff. In 1878, he was Sheriff of St. Clair County, and took charge of the office January 1, 1879; in the fall of 1880, he was re-elected to the same position. He is a careful, painstaking officer, and during his term of office has been successful in apprehending criminals where it required experience, sagacity and courage. In 1865, Mr. Hilton married Miss Charlotte Hogan, of this city. They have one son, Frank, and one daughter, Nellie.

J. C. HOCK, proprietor Hock's Bakery, corner Butler and Fort street, is a native of Germany and was born November 20, 1820. He grew up, and learned his trade there; emigrated to the United States in 1860,



and came to Port Huron the following year and started a bakery, and since then for the past twenty years has carried on the business here. In 1854, he married Miss Mary O'Neil, a native of Ireland. They have four children—John, Elizabeth, Rosa, Johanna.

JOHN HOFFMAN, contractor, was born in Germany November 26, 1839, and emigrated to the United States in 1856, and came to Port Huron, and arrived here June 22 of the same year; he began working in saw mill, and continued at that business for eleven years, and was then elected Street Commissioner, and held that office four years. He opened a store in Mt. Clemens, and was there eighteen months; for the past seven years has been engaged in contracting. He also owns a farm near the city. He married Miss Mary Christina Clacking, a native of Germany, April 22, 1863. They have five children—John H. clerk in post office, Thena, Jacob, Libbie, Fred N.

JOHN M. HOFFMAN, dealer in real estate, is a native of Saratoga County, N. Y., and was born September 24, 1828; upon reaching manhood, he came to Port Huron in 1849; he worked by the month for four years, and saved \$600; then engaged in lumbering, and since then for the past thirty years has been connected with that business and farming, and is one of the oldest business men here. He has also been engaged in dealing in real estate for many years. He owns a good farm just out of the city. In 1854, he was married to Miss Julia A. Westbrook, a native of this State. They have four children—Frank, Herbert, Julia, Fred.

JOHN P. HOFFMAN, wines, liquors, cigars and tobacco, is a native of Germany and was born May 11, 1839; he emigrated to the United States in 1852, and came to Port Huron in 1854, and worked in saw-mill and lumbering for ten years; in 1867 he engaged in his present business, and since then for the past fifteen years has carried it on; in 1876, he built his brick store. He is a member of the order of Knights of Pythias, and belongs to the German Aid Society. He married Miss Margaret Deitz October 13, 1867. She is a native of Germany.

CAPT. F. J. HOLLAND, master of the Concord, is a native of St. Clair County, and was born at Fort Gratiot March 15, 1846. He is a son of Robert and Elizabeth Holland, who were among the earliest settlers here. Capt. Holland began sailing on the schooner Seaman when only seventeen years of age; in 1870, he sailed Captain of the schooner Lizzie, and has sailed the Home, the Fanny Neal, the steamboat Hattie Brown, the San Diego, and is now master of the Concord. Capt. Holland married Miss Emma J. Farr, a native of Port Huron, December 3, 1867; they have three children—Frank B., Robert T., Charles A.

HENRY C. HOPE is of Scotch descent, and is a native of Canada, and was born near Montreal March 23, 1844. His parents came to this county in 1855, when he was only eleven years of age; he grew up and attended school here; entered store as clerk; in 1868, he engaged in business for himself; sold out in 1870 and went to California; returned the following year, and in September, 1871, he engaged in the grocery and provision trade, and since then has been successfully identified with the business here.

JAMES A. HOPE, dealer in groceries and provisions, is of Scotch descent, and is a native of Canada, and was born near Montreal March 23, 1844; his parents came to St. Clair County in 1855. He engaged in business here in 1871, and since then has carried on the business here. In 1881, he established a branch store on Huron avenue, and has a large established trade.

HENRY HOWARD, son of John and Nancy Howard, is a native of the State of Michigan, and was born in the city of Detroit. During early childhood, his parents came to Port Huron, and he grew up and received his education here. Upon reaching early manhood, he entered the office of his father, who was largely engaged in the lumber trade, and for the past thirty years he has had the active and successful management of the business, and has been prominently identified with commercial interests of this city. Mr. Howard has been connected with the First National Bank since its organization, and has served as its President most of the time. He was elected President of the Narrow Gauge Railroad in 1880, and held that position two years. He was twice elected to the State Legislature, and represented this district in that body in 1871 and 1873; during his second term he refused to allow his name to be used for Speaker of the House. He served as Chairman of the Committee of Ways and Means, was Alderman of the city for fourteen years, was elected a member of the Board of Estimates, and served as President of the board; in spring of 1882 was elected Mayor of the city, and is also President of the Board of Education. He is President of the Northern Transit Company of Sarnia. In 1855, Mr. Howard was united in marriage to Miss Elizabeth E. Spaulding, a native of New York State; they have two children—one son, John H., and one daughter, E. Louie.

CAPT. JAMES T. HOWARD is a native of St. Clair County, and was born in Port Huron March 8, 1843; his parents, John and Nancy Hubbard Howard, now living here, are among the oldest and most honored settlers of the State now living. Capt. Howard grew up and attended school here; upon reaching manhood, he was engaged in the grocery trade four years, and in the furniture business three years; since 1872, he has been engaged in the marine service, and has sailed as master of the Stanley L. Noble, the Hattie Howard, the L. L. Lamb, the Frank C. Leighton, and the frigate W. B. Castle. Capt. Howard married Miss Juliette Pettee, April 7, 1865. She is a native of Port Huron, and daughter of Simon Pettee, who was also born here. Capt. and Mrs. Howard have six children—Belle, Walter S., Nellie J., Mary Libbie, Herbert and Florence R.

JOHN HOWARD, retired, is a native of Fayette County, Penn., and was born March 3, 1799; at a very early age, his parents came to Ohio and settled at Conneaut, Ashtabula Co., and he grew up in that county. After reaching manhood, he came to Michigan Territory, in 1821; he came in a small schooner to Detroit; at that time Walk-in-the-Water was the only steamer on all the lakes. Mr. Howard located in Detroit and engaged in the grocery trade; after being there a few years, he was united in marriage, June 2, 1825, to Miss Nancy Hubbard, a daughter of Jonathan Hubbard, of Hartford, Conn., who was of English descent. He came to Detroit in 1811, when his daughter, Mrs. Howard, was only six years of age. She was in Detroit during the war of 1812, and has a distinct recollection of many of its horrors and atrocities. She remembers Gens. Proctor and Hull—the headquarters of Hull were near where they lived. Mrs. Howard remembers when a party of Indians came to their house to massacre the family, but through the courage and presence of mind of her older sister, who spoke French, they escaped. She has witnessed the war dance of the Indians



over the scalps they had taken from the Americans. She used to carry things to hospital for the sick and wounded soldiers. Her mother used to save all the money she could to buy white prisoners from the Indians to save their lives. Mrs. Howard is, perhaps, the oldest resident of the State now living. In 1834, on account of the breaking-out of the cholera, Mr. and Mrs. Howard left Detroit and came up Black River, where he had a small mill four miles above Port Huron, and remained there until 1839, when they moved here, into what was then a very small village. He opened a hotel in what is now known as the Thompson House. Some five years later, he and Mr. Cumming Sanborn built a saw-mill where the depot now stands. After a few years, Mr. Howard and his son built a mill, and they continued in the lumber business for twenty-six years, until four years ago, when Mr. Howard retired, after an active business life of sixty years—an honored citizen, and one of the oldest residents of the State.

C. B. HUBBARD, dental surgeon, is a native of Chautauqua County, N. Y., and was born November 20, 1830. He attended school there; came to Michigan in 1849, and completed his education in this State. After reaching manhood he engaged in saw milling, and was for twenty years connected with that business. He came to Port Huron in 1853, and since then has resided here. He then studied dentistry, and has practiced his profession here for the past twelve years. He served five years as member of the School Board. He was united in marriage to Miss Rachel A. Fuller, from Chautauqua County, N. Y., December 19, 1858. Dr. Hubbard is a member of the I. O. O. F. and the order of Maccabees, and is a charter member of Huron Tent, the first Tent organized in the State.

I. T. HUBBARD, farmer, Section 31, P. O. Marysville, is a native of Chautauqua County, N. Y., and was born June 12, 1827. His parents moved to Ohio when he was twelve years of age, and lived there until 1841, when they moved to Wisconsin, where he remained until 1847, when he came to St. Clair County, and for some years worked at his trade of ship carpenter. He then bought land and engaged in farming, and since then has done both. He has lived on this farm since 1861. He has held the office of Highway Commissioner and School Commissioner, and has held school offices for many years, and also Justice of the Peace. In 1852, he married Miss Mary Vickery, a native of this State. She died in 1873, leaving eight children, seven girls and one boy. He married Mrs. Ada Peters March 4, 1877. She is a native of East Canada.

J. B. HULL, Paymaster P. H. & N. W. Railroad, is a native of New York State, and was born in Rensselaer County March 26, 1826. Upon reaching manhood, he came West to Michigan in 1847 and located at Coldwater. He remained there three years; then went to California in 1850 and returned in 1853, and the following year came to Port Huron. He was agent of a steamboat company one year and then engaged in the hardware trade. He carried on that business over twenty-two years. In 1879, he was appointed Paymaster of the P. H. & N. W. Railroad, and since then has occupied that position. He held the office of City Treasurer two years and City Comptroller one year, and served as member of the Board of Education. In 1848, Mr. Hull married Miss Emily M. Curtis, a native of New York State. They have two children—Fred B., in Auditor's office of the Lake Shore Railroad at Toledo, and S. Jay, conductor on P. H. & N. W. Railroad.

HENRY HUNER, dealer in fresh and salt meats, is a native of Germany, and was born June 17, 1835. He emigrated to the United States in 1854, and came to Port Huron the following year. He was in the employ of Mr. Avery for seven years, and afterward cleared up and improved a farm, which he still owns. He established his present business in 1871, and since then, for the past eleven years, has successfully carried on the business here. He was elected a member of the Board of Aldermen four terms, and resigned before his last term of office expired. In 1852, he married Miss Mary Ann Brennegan, of this county. They have four children—George H., Ida, Effie and Hattie.

MARTIN HUNER, of the firm of Huner & Wilson, dealers in fresh and salt meats, is a native of Germany, and was born September 5, 1839. He emigrated to the United States in 1858, and came to Port Huron the same year. In 1862, he associated with O. A. Wilson, and established their present business on Military street. They bought the lot and erected the building they now occupy in 1871. They are the oldest firm in the business here, and have a large established trade. Mr. Huner was elected City Treasurer, and held that office two years, and was elected a member of the Board of Aldermen. In 1866, he married Anna Umlauf. She died March 26, 1875, leaving three children—George, Anna and James. He married Miss Louise P. Unger, a native of Port Huron, February 23, 1876. They have two children, Julia and Osnald.

P. A. HURD, attorney at law, is a native of Vermont, and was born November 21, 1831. He grew up and received his education in Canada, studied law with Hon. Adam Crooks, of Toronto, and was admitted to the bar in 1857. He engaged in the practice of law there, and practiced his profession in Canada over twenty-two years. He came to Port Huron in 1879, and since then has practiced his profession here. He is also interested in the oil business in and near Petrolia, Canada. In 1852, Mr. Hurd married Miss Priscilla Herndon, a native of Canada. They have three children—Ralph, Josephine and Luther H.

P. F. HUSHIN, engineer Sanborn's elevator, was born in Wales March 14, 1846. His parents came to Canada in 1853, and he entered the employ of the railroad company in 1858, and was engaged in railroad work in different capacities for eighteen years. He was both engineer and conductor on the Grand Trunk Railroad. He came to Port Huron in 1875, and had charge at night of the shops of the Port Huron & Lake Michigan Railroad. In 1877, he came to Sanborn's elevator and set up the engine, and since then has held the position of engineer. In 1867, he married Miss Elizabeth Strange, of Berlin, Ontario, Canada. They have four children—Maggie, Fannie, Frank and Robert.

THOMAS J. HUTCHINSON, of the firm of Hutchinson & Armstrong, house and sign painting, grain-ing and decorating, is a native of Canada, and was born in Toronto December 14, 1850. His parents came to Port Huron in 1859. He went to the army during the war, when only fourteen years old, as musician, and served three years. After the war he went to Canada and began learning his trade. In 1872, he went to Chicago and worked at his trade. Was employed on the custom house and afterward had charge of painting on the marine hospital there. He came to Port Huron in 1878, and engaged in business for himself, and has built up a good trade. He is connected with the State militia and holds commission of First Lieutenant in



Wm. L. Luntz





Company F Third Regiment Michigan State Troops. In 1857 he married Miss Anna N. of Port Huron, Mich. They have two children—John M. and Mary.

CAPT. W. H. HUTCHINSON is a native of Canada, and was born at Port Huron, Mich., December 10, 1844. He began sailing when only thirteen years of age on the *Isabella*, and has since then rebuilt and called the *Caspian*, and he was with her several seasons, and afterward for some years sailed mate of schooners and tugs. In 1876, he sailed Captain of the *Kate Williams*, and since then has had command of the tugs *Gladiator* and the *Balize*. The Captain was united in marriage December 20, 1870, to Miss Helen Pick, of the city of Port Huron.

H. E. HYDE, freight and passenger auditor of the Port Huron & Northwestern Railroad, is a native of Michigan, and was born in the city of Detroit July 15, 1860. He attended school there, and afterward entered the office of the Michigan Central Railroad, and was afterward with the Chicago & Iowa Railroad. In 1880, he was appointed auditor of the freight and passenger department of the Port Huron & Northwestern Railroad, and since then has held that position.

CAPT. BYRON E. INMAN is a native of Michigan, and was born in Macomb County May 3, 1850. He came here with parents in 1857; he began sailing when only thirteen years of age, on propeller *Belle*; he sailed several years before the mast and several years mate, and in 1869 he and his partner built a scow, *Hannah Moore*, and he sailed her two years and sold her. In 1871, went wheelsman on tug *Brockway*; and after five months went mate on same tug; was mate two years on tug *Clematis*; in 1874, was mate of tug *Sweepstakes*, part of the season; then sailed Captain of tug *Zouave*; and the next two years sailed Captain of the tugs *Stranger* and *Satellite*; was master of the large tug *Champion*, one year, and the *Sweepstakes* two years. In 1892, he sailed master of the steam barge *Hiawatha*, the largest craft sailed by any Captain from this port. Capt. Inman was married June 24, 1870, to Miss Amelia Dempster, of Whithy, Ontario, Canada. They have two children—Grace A. and Walton B.

JEROME B. INMAN, custom house, is a native of Monroe County, N. Y., and was born August 5, 1826. His parents came to Michigan in 1832, and settled in Macomb County, and were among the earliest settlers there. He was brought up and learned trade of a blacksmith there. When the war broke out, he enlisted in Company K, Second Michigan Cavalry, commanded by Lieut. Gen. Phil. Sheridan; he served over four years, and participated in many fights and skirmishes. After his return, in 1869, he was appointed in the custom house, and since then has held that position. Mr. Inman married Miss Cordelia C. Smith, a native of Monroe County, N. Y., July 24, 1851. She came to this State in early childhood, in year 1832. They have three children—Byron, Captain steamer *Hiawatha*, of the Buffalo & Duluth line; Ursula V., at home; Hiram G., sailing on lakes.

EDWARD J. INSLEE, dealer in wool, is a native of New York State, and was born in Seneca County June 24, 1833. His parents came to Ann Arbor, Mich., in 1839, and he lived in that county and Livingston County until 1850; then went to Detroit, and two years later came to Port Huron; for eight years was clerk in the Thompson House. In 1860, engaged in general mercantile business; after a few years, engaged in buying and selling on the market; has bought wool over twenty years, and is the oldest dealer here, and does the largest business. He has held the office of Street Commissioner. Mr. Inslee married Miss Lodemia Walker, a native of Canada, September 18, 1856. They have three children—Edwin W., Wilber D., Edith M. Lost two—Anna M. and Dwight S.

GAGE INSLEE, deputy collector of customs, in charge of office at Fort Gratiot, is a native of New York State, and was born in Ontario County August 8, 1818. He came West with his parents, to Michigan, in 1835, when it was a Territory. After reaching manhood he engaged in milling, until 1856, when he came to Port Huron, and engaged in mercantile business until 1860. The following year, he was appointed Deputy United States Marshal, and also served as Deputy Provost Marshal. In 1862, was appointed Inspector of Customs, and held that office twelve years, and since then has held the position of Deputy Collector of Customs, in charge of the office at Fort Gratiot. Mr. Inslee has lived in this State forty-eight years. In 1841, he married Miss Elsie Ann Montague, of Cayuga County, N. Y. They have two children—one daughter, Eunice Ann, now Mrs. A. B. McCollom, of this city, and one son, Charles Gage Inslee, living in Montreal.

J. JACOBI, dealer in ready-made clothing, is a native of Germany, and was born December 7, 1822. After reaching early manhood, he emigrated to the United States in 1846; came to Detroit and lived there six years and in 1855 came to Port Huron and engaged in the grocery trade until 1859; then went to Lexington and carried on the same business there until 1864, when he returned to Port Huron and established his present business; and since then for the past eighteen years has successfully carried on the business here. He has served as member of the Board of Estimates. Mr. Jacobi married Miss Fannie Bendit, of Bavaria, Germany, April 18, 1852; held position of Mayor of the city of Port Huron in 1880. They have one son—Alexander. They have lost two—Hannah and Harry.

WILLIAM JENKINSON, manufacturer and dealer in pine lumber, is a native of the North of Ireland, and was born in 1834. Upon reaching manhood, emigrated to the United States in 1853, and four years later came to Port Huron and engaged in buying white oak staves, and continued in that business for twenty years. In 1874, he engaged in manufacturing pine lumber. He owns seven thousand acres of pine land, and cuts from five to ten million feet annually; ships his lumber to Chicago, Buffalo, Rochester and other Eastern points. He controls steamers and barges for freighting his lumber from the mills; he is a director and the largest stockholder in the First National Bank, and is largely interested in real estate and city property. In 1856, Mr. Jenkinson was united in marriage to Miss Eliza M. Stettler, a native of Canada. They have one daughter—Jennie.

W. L. JENKS, attorney at law, is a native of St. Clair County, and was born in the city of St. Clair December 27, 1856. After attending school there, entered the university at Ann Arbor, and was graduated in the literary department in 1878; then studied law in Port Huron and was admitted to the bar October 1, 1879, and since then has practiced his profession here. Mr. Jenks was united in marriage August 10, 1881, to Miss Margaret Willson, of Logan County, Ohio.

DAVID HOWELL JEROME, ex-Governor of Michigan, residence Saginaw, was born at Detroit, Mich., November 17, 1829. His parents emigrated to Michigan from Trumansburg, Tompkins Co., N. Y., in 1828, locating at Detroit. His father died March 30, 1831, leaving nine children. He had been twice married, and four of the children living at the time of his death were grown up sons, the offspring of his first union. Of the five children by his second marriage, David H. was the youngest. Shortly after Mr. Jerome's death, his widow moved back to New York, and settled in Onondaga County, near Syracuse, where they remained until the fall of 1834, the four sons by the first wife continuing their residence in Michigan. In the fall of 1834, Mrs. Jerome came once more to Michigan, locating on a farm in St. Clair County. Here the Governor formed those habits of industry and sterling integrity that have been so characteristic of the man in the active duties of life. He was sent to the district school, and in the acquisition of the fundamental branches of learning he displayed a precocity and an application which won for him the admiration of his teachers, and always placed him at the head of his classes. In the meantime he did chores on the farm, and was always ready with a cheerful heart and willing hand to assist his widowed mother. The heavy labor of the farm was carried on by his two older brothers, Timothy and George, and when thirteen years of age David received his mother's permission to attend school at the St. Clair Academy. While attending there he lived with Marcus H. Miles, now deceased, doing chores for his board, and the following winter performed the same service for James Ogden, also deceased. The next summer, Mrs. Jerome moved into the village of St. Clair, for the purpose of continuing her son in school. While attending said academy, one of his associate students was ex-Senator Thomas W. Palmer, of Detroit, a rival candidate before the gubernatorial convention in 1880. He completed his education in the fall of his sixteenth year, and the following winter assisted his brother Timothy in hauling logs in the pine woods. The next summer he rafted logs down the St. Clair River to Algonac. In 1847, M. H. Miles being Clerk in St. Clair County, and Volney A. Ripley Register of Deeds, David H. Jerome was appointed Deputy to each, remaining as such during 1848-49, and receiving much praise from his employers and the people in general for the ability displayed in the discharge of his duties. He spent his summer vacation in clerical work on board the lake vessels.

In 1849-50, he abandoned office work, and for the proper development of his physical system spent several months hauling logs. In the spring of 1850, his brother "Tiff" and himself chartered the steamer "Chautauqua," and "Young Dave" became her master. A portion of the season the boat was engaged in the passenger and freight traffic between Port Huron and Detroit, but during the latter part was used as a tow boat. At that time, there was a serious obstruction to navigation, known as the "St. Clair Flats," between Lakes Huron and Erie, over which vessels could carry only about 10,000 bushels of grain. Mr. Jerome conceived the idea of towing vessels from one lake to the other, and put his plan into operation. Through the influence of practical men—among them the subject of this sketch—Congress, under a Republican administration, removed the obstruction above referred to, and now vessels can pass them laden with 60,000 or 80,000 bushels of grain.

During the season, the two brothers had succeeded in making a neat little sum of money by the summer's work, but subsequently lost it all on a contract to raise the "Gen. Scott," a vessel that had sunk in Lake St. Clair. David H. came out free from debt, but possessed of hardly a dollar of capital. In the spring of 1851, he was clerk and acting master of the steamers "Franklin Moore" and "Ruby," plying between Detroit and Port Huron and Goderich. The following year was clerk of the propeller "Princeton," running between Detroit and Buffalo.

In January, 1853, Mr. Jerome went to California, by way of the Isthmus, and enjoyed extraordinary success in selling goods in a new place of his selection, among the mountains near Marysville. He remained there during the summer, and located the Live Yankee Tunnel Mine, which has since yielded millions to its owners, and is still a paying investment. He planned and put a tunnel 600 feet into the mine, but when the water supply began to fail with the dry season, sold out his interest. He left in the fall of 1853, and in December sailed from San Francisco for New York, arriving at his home in St. Clair County about a year after his departure. During his absence his brother "Tiff" had located at Saginaw, and in 1854 Mr. Jerome joined him in his lumber operation in the valley, spending considerable time in the northern part of the State locating and purchasing pine lands. In 1855, the brothers bought Blackmer & Eaton's hardware and general supply stores at Saginaw, and David H. assumed the management of the business. From 1855 to 1873 he was extensively engaged in lumbering operations.

Mr. Jerome's ancestors were always opposed to slavery in every form, and he imbibed the love of liberty and independence. Soon after locating at Saginaw, he was nominated for Alderman against Stewart B. Williams, a rising young man, of strong Democratic principles. The ward was largely Democratic, but Mr. Jerome was elected by a handsome majority. When the Republican party was born at Jackson, Mich., David H. Jerome was, though not a delegate to the convention, one of its charter members. In 1862, he was commissioned by Gov. Austin Blair to raise one of the six regiments apportioned to the State of Michigan. Mr. Jerome immediately went to work and held meetings at various points. The zeal and enthusiasm displayed by this advocate of the Union awakened a feeling of patriotic interest in the breasts of many brave men, and in a short space of time the Twenty-third Regiment Michigan Volunteer Infantry was placed in the field, and subsequently gained for itself a brilliant record.

In the fall of 1862, Mr. Jerome was nominated by the Republican party for State Senator from the Twenty-sixth District, Appleton Stevens, of Bay City, being his opponent. The contest was very exciting, and resulted in the triumphant election of Mr. Jerome. He was twice renominated by acclamation and elected both times by increased majorities, defeating George Lord, of Bay City, and Dr. Cheseman, of Gratiot County. On taking his seat in the Senate, he was appointed Chairman of the Committee on State Affairs, and was active in raising means and troops to carry on the war. He held the same position during his three terms of service, and introduced the bill creating the Soldier's Home at Harper's Hospital, Detroit. He was opposed to the bill authorizing municipal aid to railroad corporations, and sustained Gov. Crapo in his veto. He was ac-

tively interested in preserving swamp lands for use in local improvement, and was chairman of the committee on salt, which commission succeeded in passing the bill creating the Salt Association of Michigan.

He was selected by Gov. Crapo as minority aid, and in 1865 was appointed a member of the State Military Board, and served as its President for three consecutive years. In 1873, he was appointed by Gov. Bliss a member of the convention to prepare a new State Constitution, and was Chairman of the Committee on Finance. Although having previously but little experience in such matters, and none of the diplomatic skill which had characterized the other members of the commission in their various official duties for several years, yet he brought into view great force of character and an unlimited amount of common sense and earnestness, and was recognized as one of the leading members of that body.

In 1875, Mr. Jerome was appointed a member of the Board of Indian Commissioners. In 1876, he was chairman of a commission to visit Chief Joseph, the Nez Perce Indian, to arrange an amicable settlement of all existing difficulties. The commission went to Portland, Oregon, thence to the Blue Hills, in Idaho, a distance of 600 miles up the Columbia River. From his many interviews with the Indians, Mr. Jerome became satisfied that the true policy was to enact such measures as would result in the Indians selecting land in severalty on their various reservations for their own use, and have the remainder sold for their benefit, thus opening up the country for settlement by the whites. This would soon civilize the red man, and also make him self-supporting.

At the Republican State Convention convened at Jackson, in August, 1880, Mr. Jerome was placed in the field for nomination, and on the 5th day of the month received the highest honor the convention could confer on any one. His opponent was Frederick M. Holloway, of Hillsdale County, who was supported by the Democratic and Greenback parties. The State was thoroughly canvassed by both parties, and when the polls were closed on the evening of election day, it was found that David H. Jerome had been selected by the voters of the Wolverine State to occupy the highest seat within their gift.

The following tribute to ex-Gov. Jerome, by an intimate acquaintance, is well worthy of record: "Mr. Jerome is a man of great force of character, careful and deliberate in the formation of his opinions, but steadfast in them when formed, and persevering in carrying them out in practice. He is kind and genial in his social nature, and well calculated to exercise a powerful and genial influence over the popular mind. He is every day the same courteous and cultivated gentleman. He is ever keenly alive to every scheme aiming at the moral, intellectual and material advancement of his fellows, and ever ready with labor and money to co-operate. He deserves and enjoys the distinction of being a pleasant, social gentleman, a model business man, and a public-spirited and exemplary citizen, who displays in his public capacity all the virtues that adorn and beautify his daily life."

CHARLES A. JEX, grocer and wholesale confectioner, is a native of Hamilton, Ontario, Can., and was born November 16, 1842. When only thirteen years of age, he went on the lakes on the old schooner Pilot, and for twenty-one years was engaged in sailing on the lakes, and during nine years was master. The last vessel he had command of was the J. H. Rutter, at that time the largest on the lakes. In 1876, he built a store and engaged in the grocery and provision trade, and since then has carried on the business. In January, 1882, engaged in the wholesale confectionery business with P. C. Coy. Mr. Jex has also successfully been engaged in the wrecking business for the past three years. He was united in marriage January 6, 1874, to Miss Sarah Barron, of St. Clair, this county; they have three children—William Arthur, Ina Nettie and Charles Albert.

CAPT. H. N. JEX, master of the Victoria, is a native of St. Clair County, and was born in Port Huron, June 18, 1851; he began sailing on the schooner Idaho when only thirteen years of age; when twenty years old, he sailed Captain of the schooner Hanson, and has also sailed the Troy, the Curlew, and several others, and has owned several of them. He is now master of the Victoria. He has also been successfully engaged in the wrecking business for the past four years. Capt. Jex was united in marriage October 1, 1879, to Miss Rosena Robb, of the city of Port Huron, a native of London, Can.

WILLIAM JOHNSTON, of the firm of Bondy & Johnston, dry goods and clothing, is a native of Canada, and was born in 1824; during his early manhood he went South, and spent about eighteen years in the State of Alabama, a part of the time in the city of Mobile. In 1836, he came to Port Huron, and since then has been engaged in the business of merchant tailor; in May, 1877, he associated with Mr. Bondy, and has had charge of this department of the business of Bondy & Johnston for the past five years. In 1868, Mr. Johnston was united in marriage to Miss Mary Shepherd; she is a native of England.

DENNIS JONES, of the firm of W. W. Campfield & Co., is a native of St. Clair County, and was born at Fort Gratiot, November 29, 1810; his parents, John R. and Mary Donovan Jones, were among the earliest settlers of this county; he grew up and attended school here; after reaching manhood, worked in a saw-mill, and was afterward in the grocery trade. In January, 1878, he associated with Mr. Campfield, and engaged in their present business, and they have a large trade. Mr. Jones is a member of the present Board of City Aldermen. He married Miss Mary Murphy, a native of Canada, October 4, 1862; they have seven children—John, Monicy, Clara, Oliver, Kate, Louise and Mary.

S. A. JONES is a native of Berkshire County, Mass., and was born December 6, 1817. His father, Elisha Jones, emigrated to Ohio in 1825. The family came up the Erie Canal during the month of June; on the way met Gen. LaFayette on a boat, and Mr. Jones remembered distinctly the appearance of the distinguished man. Arrived at Buffalo the night before the Thayers (father and two sons) were hung for murdering a man by the name of Love. They came to Grand River, Ohio, near Painesville. In 1830, when only thirteen years old, Mr. Jones began to take care of himself, and in 1832 began learning the trade of saddler and harness-making, and worked at it for five years; then came to Michigan, and arrived in St. Clair County, June 24, 1837, and located at Newport, now Marine City. Soon after occurred the patriot war, which made exciting times for the early settlers. He engaged in the wood business. He has a record of the name of every steamer, and the date it passed up and down, for five years, between Buffalo and Chicago. In 1846, he



came to Port Huron to superintend the building of the steamboat America, and after that engaged in the grocery trade, and carried on that business for some years, and was for many years connected with the lumber trade; also interested in vessel trade. He was an officer in the custom service three years, and has been connected with the street railroad company for the past four years. While living in Newport, Mr. Jones married Miss Abigail Alexander, a native of New York State, July 11, 1844; they have six children living—Anna, Amelia, E. Selden, Theodore J., May M., Edmund H. and Frank A.

W. W. JONES, of the firm of Allardt Gernt & Co., agents and dealers in real estate, is a native of Canada, and was born at Park Hill, Ontario, December 5, 1855. He grew up and received his education there, and came to Port Huron in 1877, and since then has been engaged in his present business. He has the active management of the real estate business of the firm of Allardt Gernt & Co. They deal mostly in lands in Sanilac and Huron Counties, and Tennessee. Mr. Jones is also interested in saw-mill and lumbering, with his brother, at Richmondville.

OTIS JOSLYN, of the firm of Brooks, Joslyn & Co., manufacturers and dealers in lumber, is a native of New Hampshire, and was born in Sharon August 5, 1835. He grew up and attended school there. He then went to Boston and was engaged in business there eight years. He came to Port Huron in 1869, and engaged in the manufacture of fish barrels and packages, and afterward established their present business, manufacturing and dealing in lumber. They cut from four to five million feet annually and have a good established trade. Mr. Joslyn has held the office of Supervisor and served as member of the City Council. In 1864, he married Miss Sarah J. Libby, a native of Maine. They have four children—Ada B., Otis W., Clarence and Lees.

WILLIAM H. JOWETT, farmer and fruit raiser, Section 29, P. O. Port Huron, is a native of England, and was born January 27, 1826. His parents came to Canada when he was only eight years of age. In 1844, he came to this State, and lived in Sanilac County about ten years. He then returned to Canada and lived there twelve years, and in 1866 came to this county, and since then has resided here and engaged in farming and raising small fruits. He holds the office of Justice of the Peace and has served on the School Board. In 1852, he married Miss Caroline James, a native of England. They have six children—William A., Thomas R., Jennie A., John J., Duncan H. and Carrie M.

JOHN M. KANE, attorney at law, is a son of Thomas Kane, one of the early settlers of this State, and was born in St. Clair County July 24, 1855. He received his education in this county and afterward engaged in teaching. He studied law and graduated from the law department of the State University in 1882. He was elected Justice of the Peace in April, 1881, and since then has held that office.

BENJAMIN J. KARRER, now City Treasurer of Port Huron, was born in Switzerland, Canton Bern, August 16, 1842, and came to the United States in 1847. He was a butcher by profession. In 1861, he enlisted in First Michigan Cavalry as a private. November 3, 1862, he was commissioned as First Lieutenant in the Ninth Michigan Cavalry. He resigned his commission January 17, 1864, on account of disability, at Knoxville, Tenn. He then returned to Detroit and engaged in cattle breaking. In 1866, he came to Port Huron, there again butchering. He built a driving park in the township of Port Huron, and was Commissioner of Port Huron Township in 1875. In 1878, he went back to the city of Port Huron and engaged in the hotel business up to date. In 1873, he was Alderman in this city, and at our recent election he was elected City Treasurer of Port Huron. In 1873, he married Miss Louise Saety, of this city. They have four children—Frances, Louisa, Katie and Benjamin.

JOHN C. KAUMEIER, Jr., architect and superintendent of buildings, is a native of Monroe County, Mich., and was born June 19, 1855. He grew up and learned his trade in this State. He came to Port Huron in 1874, and since then has been engaged as architect and superintendent of buildings. He married Miss Minnie Bowman, a native of Canada, January 12, 1880. She died in June, 1882. They lost one son—Willie.

J. D. KENNEY, Deputy Collector of Customs, is a native of Pennsylvania, and was born August 25, 1842. His parents removed to Oberlin, Ohio, during his early childhood, and came to Michigan in 1848. He grew up and attended school in this State. Upon the breaking-out of the war, he enlisted in August, 1861, in the First Michigan Cavalry, and served four years and eight months. After the war he returned to this State, and in 1875 was appointed Deputy Collector, and since then has held that position. In 1869, he was united in marriage to Miss Elizabeth Woolhouse, of Lapeer, Mich. They have two children—Fred and Guy.

CHRIS KERN, proprietor of Union Brewery, is a native of Wurtemberg, Germany, and was born November 7, 1848. He emigrated to this country in 1867, and came to Port Huron in 1870, and engaged in the brewing business in 1879. He built his new brewery in 1882. It has a capacity of from two to four thousand barrels. In 1879, he married Miss Mary Mesley, a native of Wurtemberg, Germany. They have two children—Otto and Tillie.

HENRY KESSEL, dealer in groceries and provisions, corner of Eighth and White streets. He was born in Germany August 3, 1839. He emigrated to the United States in 1854, and came to Port Huron in 1858. He worked for James Beard and W. L. Bancroft for many years. In 1872, he engaged in the grocery and provision trade, and since then, for the past eleven years, has successfully carried on the business here. He owns the corner he occupies, and also owns several other houses and lots. He is a member of the Board of Estimates, and also holds church offices. He married Miss Annie Haws, from Buffalo, N. Y., May 23, 1865. She was born March 25, 1843, and died January 21, 1878, and left six children—Henry, born January 27, 1866; Minnie, born December 10, 1867; Edward, born June 3, 1869; Adam, born May 12, 1870; Lena, born August 4, 1872, and died December 24, 1881; Charlie, born June 3, 1875; Joseph, born January 20, 1878. He married Mary Sheek, a native of Germany, October 28, 1878. They have two children—Laura, born August 3, 1879; Louise, born November 25, 1880.

JOHN KEYES, dealer in fresh and salted meats, corner Lapeer avenue and Twelfth street, is a son of J. Keyes, and was born in Port Huron April 1, 1863. He grew up here. In 1878, he began learning his business of Henry Marx, and remained with him four years. During the present year, he engaged in business for himself, and is building up a nice trade.

**JARED KIBBEE**, dental surgeon, is a native of Orange County, Vt., and was born November 14, 1820, received his education in that State and came to Michigan in 1844 and located at Mount Clemens, where he had three brothers. He studied medicine and graduated at the Cleveland Medical College and engaged in practice of medicine at Mount Clemens. In 1854, went to Detroit, and the following year came to Port Huron and engaged in the practice of dentistry. He began to practice dentistry here in 1847, and is the oldest in the profession in active practice in this section of the State, except Dr. Farnsworth, of Detroit. Dr. Kibbee has held the office of Mayor of the city, and has also served as President of the School Board, Comptroller, Justice of the Peace and Alderman. He was united in marriage March 23, 1852, to Miss Fannie E. Gillingham, from Philadelphia. They have four children—Ada F., now Mrs. Wright; Lucy E., Henry Clinton and Fannie L.

**JOHN S. KIMBALL**, born at Bath, N. H., December 7, 1806; engaged in farming and rafting on Connecticut River until 1832; came to Michigan, staying at or near Port Huron until fall of 1834, when he cut first road from Bartlett Mills, on Pine River, to site of farm, where he spent latter part of his life; commenced lumbering and clearing land. This section of territory was first included in township of Clyde, afterward divided, and township of Kimball formed, named after subject of this sketch. He held various town offices for many years, and was once a candidate for County Sheriff. Married Sarah Jane Coddington, of Armada, Macomb County, Michigan, October 18, 1845; had three children—Guy, Ella E., now Mrs. George Fish, and Sarah Jane, now Mrs. George Hudson, all living. His wife died March 11, 1851. He then married Clarissa M. Chase, who survives him, February 15, 1852, by whom they had Anna E., who died August 14, 1855, aged one year and nineteen days; Clara, now Mrs. Charles B. Waterloo; John S., Jr.; Susie, now Mrs. Albert Steverson, and Frank; engaged in lumbering and farming after came to Michigan. He died October 26, 1880, aged seventy-three years, ten months and eighteen days, after a two days illness from the effects of an accident caused by walking after dark into an outside entrance to a cellar, at a farm near Romeo, Mich.

**GUY KIMBALL**, dealer in flour, feed and seeds, is a son of John S. Kimball, one of the early settlers of St. Clair County, and for whom the township of Kimball was named. Guy is a native of this county, and was born November 14, 1846. He grew up and attended school here, and afterward took a commercial course at Eastman's National College at Poughkeepsie, N. Y., then engaged in farming, teaching school winters and lumbering. In 1874, engaged in the milling business in Port Huron, and carried on the business here and at Pontiac for some years; then established his present business. Has held the office of Alderman, and is now a member of the Board of Education. Mr. Kimball married Miss Florence Williams, daughter of Myron Williams, of Marysville, June 5, 1872. They have four children—Addie, Myron, John and Guy.

**R. J. KING**, foreman Botsford's elevator, is a native of Painesville, Ohio, and was born January 12, 1843. His parents came to this State the same year and settled in Monroe County. He grew up in this State; was a photographer at St. Clair for a number of years, coming to Port Huron in 1879, and since then has held his present position. He is a member of the Order of Knights of Pythias. He married Miss Emma Bristol, a native of Chicago, October 3, 1866. They have two children—Edgar R. and Lottie Louise.

**SIMON KING**, farmer, Section 31, P. O. Marysville, is a native of Monroe County, N. Y., and was born in the city of Rochester February 16, 1809. After reaching manhood, he was united in marriage, March 18, 1833, to Miss Cynthia Lewis, a native of Otsego County. They came West, to this State, in 1836, and settled on Belle River, near Almont. They removed to Oakland County, and two years later, went back to New York State, and lived there until 1854, when they returned to this State, and lived in the town of Lapeer until 1861, when they came to St. Clair, and since then has lived in this county; owns a good farm of seventy acres. He has held school offices. Mr. and Mrs. King have five children—Emma, now Mrs. Norton; Ezra, in Vicksburg; Henry, in Marlette; Clarence A., at home, and carries on the farm; Graham, at home.

**CHESTER KINNEY**, dealer in ready-made clothing, hats and caps and gents' furnishing goods, is a native of St. Clair County, and was born December 15, 1848. He grew up and attended school here. After reaching manhood, engaged in business. He established his present business October, 1882. In 1874, Mr. Kinney married Miss Jennie Montross, a native of this county.

**H. J. KUHN**, manufacturer of harnesses, wholesale and retail, and dealer in harness, saddles, trunks, satchels, whips, robes, horse clothing, etc., is a native of Michigan, and was born in the city of Detroit May 5, 1860; came with parents to Port Huron and grew up and learned his trade here. He engaged in business for himself during the present year, and has a good trade.

**ASA LARNED**, Deputy Collector of Customs, is a native of Ontario County, N. Y., and was born August 25, 1808; grew up to manhood in that State; in 1831, came to Geauga County, Ohio, and cleared up a farm; remained there until November, 1852, when he came to Michigan and located at Port Huron; engaged in the hotel business; opened the Larned House, then the prominent hotel here. He continued in the hotel business over twenty-six years, and always kept a temperance house, and still owns the property. He held the office of Justice of the Peace over twenty-five years, and Coroner for same length of time. Mr. Larned was united in marriage to Miss Ann M. Mallory, a native of Sharon, Conn., in 1831. They have two daughters—Alvena S., now Mrs. Gen. William Hartsuff, of this city, Francis L., now Mrs. S. Goodman, of this place.

**JOHN LAWLER**, livery and boarding stable, is a native of Canada, and was born June 1, 1848. His parents came to Michigan in 1853. He learned the blacksmith's trade; after working at it, he engaged in butchering. In 1875, he engaged in the livery business on Huron avenue, and continued until October, 1878, when he was burned out. He started again, and since then has carried on the business and has a good trade. In 1872, he married Miss Eliza Phillips, of Philadelphia, Penn. They have two children—Lela and Mary.

**CAPT. NELSON LITTLE**, Section 21, P. O. Port Huron, is a native of Canada, and was born on the St. Clair River April 6, 1833. He began sailing when twelve years of age on the schooner Comet. When eighteen years old he was mate of the Smead and the Tom Corwin for two years, and in 1853 sailed Captain of the Tom Corwin, and since then has sailed master of the Scott, Storm, Barclay, Forwarder, the tug Kate



Moffatt the Kate Richmond. He has been in the marine service thirty-five years, and is one of the oldest Captains sailing from this port, and has lived here on the river twenty-nine years. He owns a farm of forty acres where he lives, and forty acres near home. In 1854, he married Miss Salomi F. Stone, a native of Vermillion, Erie County, Ohio. They have one son, John, living in Port Huron.

THOMAS M. LOMASNEY, merchant tailor, is a native of Ireland, and was born June 23, 1853. He came to Detroit during his boyhood, and learned his trade here. He remained in that city until March, 1882, when he came to Port Huron and engaged in business here, and is building up a nice trade. He married Miss Ella Fisher, a native of St. Clair County, January 27, 1890. They have two children—Ella and Martin.

WILLIAM LOVE, of the firm of Love & Schofield, boiler manufacturers, is a native of Ireland, and was born September 7, 1837. He came to the United States in 1854, and served his time in the city of New York, and worked at his trade there. Came to Port Huron in 1873, and was foreman of shop here two years, and in 1876 established his present business. The following year he admitted his present partner, and they have built up a good trade in marine and shore work. Mr. Love has represented the First Ward in the City Council, and now holds the office of Supervisor from the Fifth Ward. He married Miss Minnie Gay, a native of Canada, in 1874. They have five children—Willie, George, John, Robert and Albert.

D. McCARRON, manager of Western Union Telegraph Office, is a native of St. Clair County, and was born in Port Huron March 4, 1856. He attended school here and in Detroit, and when seventeen years of age entered the telegraph office here in 1873, and since then for the past ten years has been connected with it. In September, 1880, he was appointed manager of the office and business at Port Huron, and since then has held that position.

CAPT. DUNCAN McCAIG, master of propellor Henry Howard, is a native of St. Clair County, and was born in Marysville May 12, 1848. Upon reaching manhood he began sailing on the Forester; the following year he went on the propellor Sanilac as watch, and sailed on her for ten years as wheelman, second mate, mate, and afterward Captain of the Sanilac for three years; he sailed the Ogeman one year, and the past year has been master of the propellor Henry Howard. Capt. McCaig married Miss Emma Moore, a native of this county, February 22, 1879. They have one son, Milton McCaig, born December 18, 1880, and one daughter, Mabel McCaig, born January 24, 1883.

A. B. McCOLLOM, of the firm of McCollom & Sweetzer, druggists, is a native of Canada, and was born July 28, 1844. Upon reaching early manhood, he came to Port Huron in 1863, and entered the drug store of Dr. Parker. In August, 1864, he enlisted in the new Third Michigan Infantry and served until the close of the war, and was connected with hospital service. After his return, entered the drug house of Henry C. Hill, of Detroit; the following year returned here and was with Dr. Parker for six months; then engaged with William Wastell and was connected with the management of his business for seven years. He established his present business in May, 1876, and has built up a large trade. He is a member of the City Council. Mr. McCollom was united in marriage to Miss Eunice A. Inslee, a native of Ann Arbor, Mich., December 20, 1865. They have four children—Blanche E., Gage A., Sylvester W., Charles F.

JOHN McCORMICK, harness-maker, is a native of Ireland, and was born May 3, 1847; came to this country in 1863, and came to Port Huron the same year; served apprenticeship in harness-making; in 1867, engaged in business with his employer, the firm being S. & J. McCormick. In 1869, he engaged in business on his own account, and has built up a large trade. He manufactures largely, and employs from twenty-five to thirty hands, doing the largest business of the kind in the State. His wholesale trade extends throughout the State and in New York, Illinois, Wisconsin and as far west as Kansas City, and has built it all up by his own energy and application to the interests of his business; he had only one dollar when he began to learn his trade; this success is owing to his own efforts. He has held office of Alderman three years. In 1869, Mr. McCormick married Miss Ursula V. Inman, of Port Huron. They have three children—Elmer, Byron J., Arthur.

SAMUEL McCORMICK, manufacturer and dealer in harness, is a native of Ireland, and was born in County Longford October 20, 1839, emigrated to America in 1849 and came to Port Huron the same year, and learned the trade of harness-making. Three years later, he bought out his employer and engaged in business for himself. He has carried on the business here for the past thirty years, except a few years when suffering from ill-health, and is the oldest in the business here. In 1855, he married Charlotte E. Westbrook, daughter of John Westbrook. She died in 1861, leaving two children—Annie and John. In 1863, he married Nancy J. Kimball, from Algonac, this State. They had one son—Chester, who died.

DAVID McDONALD, engineer Michigan Mills, is a native of Scotland, and was born in 1834. His parents came to the United States in 1835, and he grew up in Canada, in Montreal and Dundas, where he learned his trade, and lived in the latter place twelve years. In 1861, went to the oil region and was there five years; from 1866 until 1873, was chief engineer of the car ferry boat between Windsor and Detroit; he came to Michigan in 1876, and since 1880 has been engineer of the Michigan Mills. He married Miss Annie H. White, a native of Scotland, December 7, 1864. They have five children—Margaret A., William D., Alexander R., Isabella H., Evelyn G.

ALEXANDER McDONALD, engineer of Grand Trunk ferry boat Saginaw, is a native of Canada, and was born in Montreal February 26, 1845. He was raised in Dundas, and learned trade of machinist. In 1869, he went on the lakes and since then has held the position of engineer on steam vessels, and for the past eight years has been engineer on the Saginaw. In 1872, he married Miss Maggie McBean, of Lancaster, Canada. They have five children—Annie B., Duncan A., Charles W., Donald G., Norman P.

EDWARD McGOWEN is a native of Ireland, and was born in County Donegal April 10, 1818. His parents emigrated to the United States in 1836, and came to Buffalo. He began sailing in 1835, when only seventeen years of age, on the schooner Haver, from Buffalo to Chicago. He saw, during that year, the first brick building erected in Chicago. He ran the schooner Texas three years, and on the J. J. Willis and Atlas; was mate of the Ontonagon three years; sailed Captain of the schooner Baltimore, and also sailed the



Pontiac, the Buckeye, the Vincennes, the Big Hubbard, propeller City of Madison, bark Mary Stockton, the H. P. Bridge, schooner Harvest Queen, steam barge Mary Howard, the Fessenden and the F. C. Lelaton. He sailed for one firm in Sandusky twenty-four years, and has been in the marine service forty-three years. He has lived in Port Huron since 1846, and in 1847 Capt. McGowan married Miss Mary Kromboly, a native of this county. They have six sons and seven daughters—Edward J., Edgar D., Hugh, Fred, Harry, Garibaldi, Mariette, Annie, Julia, Mary, Kate, Alice, Minnie.

DR. J. B. MCGREGOR, dental surgeon, is a son of John McGregor, an early settler and prominent manufacturer of the city of Detroit, and was born in that city April 30, 1855. He attended school there, and in 1874, entered the State University at Ann Arbor, where he remained three years and graduated in 1877 in the first class of graduates in dental surgery. The following year, he came to Port Huron and since then, has successfully practiced his profession here. Dr. McGregor is secretary of the Michigan Dental Association and is also President of the Michigan University Alumni Association.

JOHN D. MCINTOSH, dealer in groceries, corner Pine Grove avenue and Stone street, is a native of Canada and was born September 2, 1833. He came to this county in 1850, and went to lumbering in winter and sailing summers. He was foreman for John Copeland in lumber business fourteen years. In 1877, he engaged in the grocery trade at the bridge and was there three years. Then was City Marshal one year, and in 1880 started business in his present location. He owns his store and several houses and lots adjoining. In 1866, he married Miss Theresa Wilt, a native of France. She died in 1869, and left two children—Mary Theresa and Rose M. In 1870, he married Louise Cameron, a native of Canada. They have three children—Flora, Georgiana and Charlie.

WILLIAM MCKENZIE, farmer and blacksmith, is a native of Scotland, and was born October 28, 1844. He attended school and learned his trade there, then went to England and joined the expedition of royal engineers who went abroad for the purpose of making explorations in Jerusalem and throughout the Holy Land under Col. Warren. He held the position of Corporal on the staff. He speaks the Arabic language, and acted as interpreter. He was connected with the expedition three years and four months. He came to the United States in 1870; lived in Chicago a short time, then went to Detroit. In September, 1871, he came to Port Huron, and established his present business. He is a superior mechanic, and has built up a large trade. As evidence of his workmanship, he was awarded the first prize for horseshoeing at the State Fair of Michigan, held at Saginaw in 1875. Mr. McKenzie married Miss Charlotte Cameron, native of Scotland, August 27, 1872. They have five children—William A., Nellie J., Charles D., Rosa C. and Tillie Blanche.

D. C. McNUTT, dealer in groceries and provisions, is a native of St. Clair County, and was born in the town of Clyde, December 26, 1851. He attended school in this county. In 1876, he entered the clothing store of S. Goodman, and remained there over five years; then engaged in his present business. He was united in marriage January 20, 1879, to Miss Maria L. Hitchings, a native of the township of Port Huron; they have one daughter, Lela Helen.

GEORGE R. McPIERSON, Captain of the ferry boat Beckwith, is a native of Canada, and was born near London, March 23, 1860; he came here in 1873, and soon after began sailing on the tug Mocking Bird, and then was on the Beckwith three years after she was rebuilt, and on the Baird for several seasons; during the present year was on the Conger for a short time after she was completed, and was then appointed to his present position as Captain of the Beckwith.

CAPT. HUGH MCTAVISH is a native of Scotland, and was born in Argyshire, December 2, 1812; when sixteen years of age, he went to sea. Came to the United States in 1837, and was in the McKenzie war, and held a commission of Lieutenant in Her Majesty's navy, and was stationed at Malden, and was there when the little armed schooner Ann came to take that place, and she was captured. Capt. McTavish engaged in sailing before the mast, as mate, and sailed as Captain for eleven years; also, as pilot up the Georgian Bay. He was in the marine service thirty-nine years. In 1847, Capt. McTavish married Miss Maggie Morrison, a native of New Brunswick; they have two sons—Alexander and Hugh Allan; and one daughter, Maggie; one son, Donald, while mate of the Equinox, was lost on Lake Michigan.

WILLIAM A. MALLORY, farmer, Section 6, P. O. Port Huron, is a native of the State of Connecticut, and was born in Sharon, Litchfield County, March 26, 1812; after reaching manhood, he came to Ohio in 1830; the following year came to Michigan; but returned to Ohio, and lived there until 1850; then went to Illinois, and lived there and in Wisconsin until 1856, when he came to Port Huron and lived there about fifteen years, and then bought the land where he now lives, and engaged in farming. He has been twice elected Justice of the Peace. In 1839, he married Miss Sarah Larned, a native of New York State; they have four children—Larned, living in Cleveland; Genie, now Mrs. Van Crane; Idell, at home; Frank, living in Detroit.

CAPT. A. E. MANUEL, P. O. Port Huron, is a native of this county, and was born in Port Huron October 8, 1847. His parents, F. D. Manuel and Harriet Huling Manuel, were among the early settlers of this county. He began sailing when fourteen years of age on the schooner Somerset; afterward went as mate of the Clipper Vision. In 1863, sailed Captain of the Lucy King, of Bay City, and since then has owned and sailed the Henry Young, O. T. Wilcox, Idaho, H. S. Hyde. He has been in the marine service over twenty years. In 1877, he married Miss Annie Muehler, a native of the State of Ohio. His father, F. D. Manuel, was born in Canada in 1817, and came to this county in 1833; he married Miss Harriet Huling, a native of this county, in 1844. He held the office of Deputy Sheriff some years, and died February 28, 1878; left six children—Eliaphant, Stephen, Maria, Florence, Fred, George; all married except one. Mrs. Manuel owns a farm of thirty acres.

HENRY C. MANSFIELD, Register of Deeds, is a son of David Mansfield, one of the early settlers, and was born January 13, 1842. He grew up and received his education here. In 1860, went to Illinois; upon the breaking-out of the rebellion, he enlisted in the Eleventh Regiment Illinois Volunteer Infantry, and went out in the three months' service. He served four years and a half, and was in many severe battles; after the

war he returned here. He held the office of Town Treasurer ten years; was Town Clerk two years; was Justice of the Peace seven years; and held the office of Postmaster at Memphis ten years; was Village Treasurer six years, and Assessor of School District five years. He was elected Register of Deeds in 1878, and re-elected to the same office in 1880. Mr. Mansfield was united in marriage to Miss Hettie Granger, of Memphis, May 5, 1869; they have one son, Lewis G., born June 24, 1871.

E. G. MANUEL lives on Section 21, township of Port Huron, was born at Long Point, Can., February 13, 1821. At five years of age he went to Cleveland, Ohio, and remained in Northern Ohio until August, 1842, at which time he went to Northern Indiana and commenced business in Valparaiso, in 1843, and was married at La Porte, March 4, 1847, to Miss Sarah Alsop, a native of England; remained in Northern Indiana until December, 1858, but his health having become impaired, hoping for good results, he came to Michigan, and settled on a farm near Mount Clemens, Macomb County, where he stayed two years, and in May, 1861, moved to this county, and settled on the St. Clair River, and since then has resided here without engaging in any particular business. Commenced life poor, and if he has met with success, it is the result of the combined efforts of himself and wife. Although something of a worker in his party, has never become an office-holder to any extent; has, however, held the office of Highway Commissioner several times, also Town Clerk, Justice of the Peace, etc., and has served as School Director in School District No. 3, for seventeen consecutive years; owns 170 acres of land adjoining the city limits of Port Huron. They have but one child, Fred W.

R. MARENGO, foreman in charge of painting shops of Chicago & Grand Trunk Railroad, is a native of Canada East, and was born at Eberville, September 6, 1839. His father was a fine ornamental and miniature painter, and he learned his trade of him; was brought up in the business from early boyhood. He was in the shops of the Grand Trunk Railroad at Montreal for fifteen years. His brother was foreman of the painting department, and he was assistant foreman with him for many years. He came here in April, 1880, and since then has held his present position as foreman in charge of the painting department, and also is the designer of all their fine work in this department. In 1861, he married Miss Thaise Normandin, a native of Eberville, Canada East. They have six sons and two daughters—Raphael, Alexander, Rodolph, Henry, Eusebe, Emile, Emeline and Evelina. Lost one daughter.

ANTWINE MARONTATE, was born in Canada, December 19, 1825; in 1843, when eighteen years of age, came to Port Huron, and went in the lumber woods; after working for a few days by the month, took a job to cut logs by the thousand feet, twenty cents per thousand, and board himself; cut logs all winter and helped take the drive down to Port Huron, and then went to work in a saw-mill for J. & J. Beard, on Black River, now called Ruby; worked for this firm a number of years, both in their mill and in their lumber yard in Detroit; after which he worked by the month and by the job for Mr. Hibbard five years; then Mr. Hibbard placed him in his store, where he remained until Mr. H. sold out to P. & J. P. Sanborn, and was with them until they sold out to William Sanborn & Co. Mr. Marontate managed the business for that firm, who sold out to Sanborn & Howard; they were succeeded by William Sanborn, A. Marontate and J. Wasatel, the firm being William Sanborn & Co. They continued in business until the breaking out of the war, when they sold out. Mr. Marontate was in the Custom House three years, then engaged with W. B. and J. Hibbard in the lumber business, and remained with them for eleven years; he then took charge of the street railway as Superintendent, and had charge of the ticket office, and held that position until 1879, and since then has been associated with Mr. Howard in the lumber business. He has held the office of City Treasurer six years; was Alderman one year, and Clerk of the Board of Education twenty years. He was married to Miss Almira Lapine from Lower Canada, May 27, 1847. They have three daughters—Mary, now Mrs. Bondy, Agnes J., now Mrs. Marontate, of Windsor, Can., and Hattie. They have lost two sons, Anthony and Willie A., and lost one daughter, Matilda M.

HENRY MARX, SR., is a native of Germany, and was born March 3, 1825. He emigrated to America in 1854, and lived in Buffalo, N. Y., for three years, and came to Port Huron in 1857, and began laboring. He was in the employ of John Johnson for six years, and has been in the employ of John P. Sanborn since 1871; when he came here, he did not have \$5, and by his industry and economy, has accumulated a nice property. He married Miss Elizabeth Kessel, a native of Germany. They have three children—Mena, who is married and living here; Henry, clerk in store; Adam, clerk in store.

HENRY F. MARX, dealer in fresh and salted meats, is a native of Germany, and was born April 28, 1856. He came to the United States in 1867, and came to Port Huron the same year; began work in a butcher shop. In 1876, he engaged in business for himself, and has carried it on since then, and has built up a good trade. He has also opened a shop in the Sixth Ward. He is Secretary of the German Aid Society, and Marshal of St. Stephen Society. He married Miss Victoria Gram, a native of Canada, September 3, 1878; they have one daughter, Hattie.

MATHIAS MATZEN, foreman Michigan Mills, is a native of Germany, and was born June 21, 1838. He grew up and learned his trade there, and emigrated to the United States in 1869, and came to this State the same year. He came to Port Huron in 1877, and since then has been in the employ of the Michigan Mills; was assistant foreman three years, and since then, has held his present position of foreman. He married Miss Maria Peterson, a native of Germany, February 15, 1871. They had four children—Maria, Christian, Charles and Sophia.

JOHN MEIER, dealer in wines and liquors, was born in Switzerland, May 20, 1844, and emigrated to the United States in 1871, and came to Port Huron the same year, and afterward began butchering business in 1876. He engaged in hotel business, and kept the City Hotel until 1879, then bought the hotel property, corner Butler and Fort streets, and run the business until the present year, when he rented the hotel. He belongs to the Order of Knights of Pythias. In 1875, he married Miss Louise Dendlar, a native of Switzerland. They have four children—John, Flora, Frances and Willie.

CHRISTIAN G. MEISEL, the senior partner in the dry goods house of C. G. Meisel & Brother, although not one of the old residents, so-called, deserves a place in our record, from the indomitable energy and per-



severance which have put him among the foremost men of the day, notwithstanding the many difficulties and hindrances that constantly beset his path during the years when boys need and receive help and encouragement. He was born in Germany, July 22, 1841, where, according to German rule, he attended school as soon as old enough, receiving, before emigrating to this country at the age of ten with his parents, the rudiments of a good education. The family settled in Hampton, now Bay City, and young Meisel so rapidly acquired the English language as in the next year, when only eleven, to be intrusted with the charge of the post office and to attend the store where the office was kept. He left that place to come with his parents to Port Huron at the age of thirteen, where he attended school some and busied himself in such ways as he could to help himself, until at seventeen he went to work in a general store, and liked the business so well that he resolved to make it his life work. He worked hard and saved his wages, until he had sufficient funds to enable him to take a mercantile course of book-keeping at Bryant & Stratton's College, Detroit, where he received his diploma, then returned home and resumed his place, keeping books for the store, and also a set for a steamboat and forwarding and commission business. At the age of twenty one, he rented a snug little store on Water street, put in a choice stock of dry goods, and has continued the business ever since with some changes. In the course of time, Mr. James A. Davidson, and afterward Mr. James B. Farrand, became associated with him in a larger store on Military street. The firm dissolved, and Messrs. Davidson & Farrand afterward turned their attention to other branches of business, but Mr. Meisel returned to Water street and commenced again with his younger brother, under their present firm name, and were so successful as to soon require more room. When the *Times* block was built two stores were arranged for their especial purpose, which they still occupy. These two young men found what men rarely do find, a business to which they were thoroughly adapted. They know what is wanted and what will be suitable to the majority of their patrons, and are therefore eminently successful in satisfying. They are also unwearied in their efforts to procure what is called for, willing to take any pains and trouble to accommodate, and there is no limit to their patience and pains-taking. They are true Christians; just and fair in all their dealings, generous to a fault almost, public spirited, always ready to contribute to the welfare of the city and country, and open-hearted in all charitable work. Active and energetic in their church work, Mr. C. G. Meisel has for some years assisted in maintaining a Sunday school three miles out of town, going every Sunday in spite of fatigue, bad weather or any other obstacle, until ill health imperatively demanded that he should give up all extra exertion. In May, 1867, Mr. Meisel married Miss Cordelia E. Chadwick, of Philadelphia. They have had three children, two girls and one boy, the oldest, a girl, being the only one now living. Their home is on the bank of the St. Clair, a little below the city, a most charming situation, offering the peace and quiet in all respects that are so much needed by one in such an active everyday life as that of Mr. Meisel.

GOTTLEIB C. MEISEL, younger brother of C. G. Meisel, and the junior partner in the same house, was also born in Germany, May 22, 1849, and was only two years old when the family emigrated to this country. He attended school from the age of five years until eleven in Port Huron, then went to Detroit for a year, perfecting himself as far as possible, in both German and English. At that time his brother commenced business for himself, and young Meisel entered the store as clerk, being then twelve years old, and continued as clerk with his brother until twenty-one, when he became a partner. Since then, the two brothers have worked indefatigably together, and what is said of one may almost exactly be said of the other, as regards characteristics. In all business and public affairs, they work together. They seem bound in many respects by stronger ties than usually unite even brothers, and perfect harmony seems to prevail in all their walks in life. Mr. G. C. Meisel married in May, 1873, Miss Anna H. McMorran, and two sons have been born to them. They have a cozy little home on Sixth street, near the store.

CAPT. F. I. MERYMAN, manager of submarine wrecking business of S. A. Murphy & Co., and Canadian Wrecking Co., is a native of Brunswick, Me., and was born November 3, 1841. When fifteen years of age, he began sailing, and followed the sea for five years, then commenced submarine diving. He had charge of the Coast Wrecking Company, of New York, and had the entire management of their business on the lakes for nine years; then engaged in business for himself. He associated with H. McMorran and E. B. Harrington and bought the inland department of the Coast Wrecking Company, and carried on the business for two years. They then sold out to S. A. Murphy, of Detroit, and since then Capt. Meryman has had charge of all the business of S. A. Murphy & Company, and the Canadian Wrecking Company. He has had a large and successful experience in submarine work. Capt. Meryman came to Port Huron in 1869, and the following year was united in marriage to Miss Emma Corbishy, of this city. She died in July, 1879. February 5, 1883, he was married to Miss Mina Wheeler, of Port Huron. Capt. Meryman will carry on the wrecking business alone this season, 1883.

HON. JOHN MILLER, son of John and Anna (Riest) Miller, was born on the 1st of February, 1818, at Sugar Loaf in Upper Canada. His parents were of German descent, and were natives of Pennsylvania; they spoke English and German equally well. They removed to Buffalo, N. Y., and then to Canada, where their son John was born. When he was quite young, they removed to Rochester, Oakland County, Mich. Mrs. Miller was a Mennonite, of which sect her brother, John Riest, now residing in Buffalo, was a missionary and leader. She died in February, 1868. Her husband died some years before. The school privileges of John Miller were very limited, ending when he was thirteen years old. He was well endowed intellectually, and had a reflective, as well as an inquiring mind. He spent his leisure hours in reading, thus making up for his lack of educational advantages. He became well informed in matters pertaining to business and politics; and as a business man, had more than ordinary ability. At the age of thirteen, he went to St. Clair County, and worked with his oldest brother, Jacob Miller, in the lumber business; soon after, he was employed by the Black River Steam-mill Company, as clerk in the business pertaining to their mill, in Port Huron. He remained many years, filling the several positions of Clerk, General Manager and Superintendent; after which he undertook a business of his own of the same character. In all his enterprises he was more than ordinarily successful, accumulating property easily and rapidly. His investments were made with excellent judgment,



and his character was known to all with energy and ability. His general information and good judgment so recommended him to the people, that he was chosen to represent them in the Legislature, and was three times elected. Mrs. Miller was born in 1824. Mr. Miller spent his youth in Miss Ford's Hall, of Middlesex County, Conn. She had been educated at Bissell's Academy, then a flourishing school on the Western Reserve, in Ohio. Though of retiring and unobtrusive manners, she possessed much energy and ambition. Mr. Miller did not fail to recognize and acknowledge her influence. He is remembered to have said, that whatever of success he has attained was due to his wife. They had two children—a son and a daughter. The oldest, Clara Miller, died in 1863, at the age of seventeen years. The son, John Edgar, succeeded his father, as cashier and manager of the First National Bank. Within the last year, however, realizing that his health required for a time, freedom from the absorbing care and confinement, he retired from the business. Mrs. Miller now occupies the family mansion which her husband erected a few years before his death, in the fall of 1873. Mr. Miller was a constant attendant, a Trustee, and a generous supporter of the Congregational Church, but was very liberal in his religious views. In politics, he was a Democrat, but was quite conservative. He was not extreme in any of his opinions. He was a member of the Masonic fraternity, and was a Knight Templar. Mr. Miller's character and life, as here briefly sketched, afford a worthy example to future generations.

J. E. MILLER is a native of St. Clair County, and was born in Port Huron September 11, 1847. His father, John Miller, was one of the earliest settlers of this county, coming here about the year 1831; his mother came here in 1840; he received his education in this State. Upon reaching manhood, he took the position of cashier in his father's bank, and afterward became a partner in the business. In September, 1871, upon the organization of the First National Bank, he became Assistant Cashier; upon the death of his father in 1873, he succeeded him as cashier in the bank, and held that position until 1876, when he resigned. He was elected City Treasurer, and held that office two years. Mr. Miller was united in marriage August 15, 1868, to Miss Sarah Barnes, a native of Jefferson County, N. Y. They have three children—John B., Clara, Frank E.

STEPHEN MILLER, contractor and mover of buildings, is a native of St. Catharine's, Canada, and was born October 4, 1822; he went to New York during his boyhood, and came to Port Huron in 1854, and went to business with William Miller, of St. Catharine's, Canada, in the removal of buildings, and the raising and putting in place of stone and brick buildings. He has had a large experience. His father had an experience of thirty years in the same business. Mr. Miller married Miss Mary White, of St. Catharine's, Canada, June 21, 1852; they have three children—William, Marietta and Stephen.

H. R. MILLS, physician and surgeon, was born in Saline, Washtenaw County, Mich., July 11, 1837; he attended school there, and entered the State University at Ann Arbor, where he completed his education in 1860. The study of medicine at the University having attracted him, he entered the army in the Twentieth Regiment Michigan Infantry, November 1, 1861, and was with the army in the field for two years. He graduated in 1866 at the State University, and received his degree, then was in the regular service for three years; he was appointed Post Surgeon at Mackinaw, and held that position for some years. He came to Port Huron in 1871, and since that time has successfully practiced his profession here. He has served as Pension Surgeon and Marine Surgeon and is now Supervising Inspector of Emigrant Inspection Service. In 1865, Dr. Mills was married to Miss Alida B. Riggs, of Detroit. They have two sons—Thomas Henry and Albert Beekman.

**NELSON MILLS**, Marysville, of the firm of N. & B. Mills, Section 32, manufacturers of pine and other lumber, is a native of Nova Scotia and was born January 15, 1823. When three years of age his parents moved into Upper Canada in the township of Mosa; there he lived until manhood. Then he came into Michigan and located in this county at Newport (now Marine City) and became a citizen. Here he worked at sawing timber. The late Myron Williams bought him out and sold him a mill near Fort George on a turnpike in 1850, and engaged in lumbering. Their mill burned the next winter, and they rebuilt the mill and had it running in six weeks. They run the business there twelve years. In 1853, they formed a partnership with N. Reeves, of Detroit, and bought a tract of pine land in Sanilac County, and the Brooks and St. Clair Rivers. This tract was called "The Williams-Mills Property." It was owned by J. M. Williams, brother-in-law of Mr. Williams.

In 1854, they bought the Vickery mill at Vicksburg and transferred their business to that place and built another mill. Soon after this the Vickery mill burned. The business was carried on in this mill until 1856, when R. C. Smith, of Chicago, bought it. Williams & Mills have since been partners in the business with R. C. Smith. The N. & B. Mills own the Williams interest and N. & B. Mills in as partner and moved the mill from the turnpike to where the Vickery mill had been burned. They bought a tract of pine in Ogemaw County. They run the logs down the Rifle River, where they raft them and bring them to Marysville. They cut eight million feet of lumber yearly, and have the largest retail trade on the river. Mr. Mills is the principal member in the Mills Timber Company, which has large tracts of the best steam-boat grade Nelson Mills white pine. They have also planted some thousands of spruce and fir seedlings for producing lumber material, and are doing well in raising them. They also carry on mercantile business.

The interests of this firm comprise the business interests of Marysville. Mr. Mills has been acting as Justice of the Peace for fifteen years. He has also acted as one of the Supervisors of the town of St. Clair, Justice of the Peace and School Inspector; and has held the office of Postmaster most of the time since he came here. He owns a large farm about two miles from Marysville. In 1863, Mr. Mills was married to Miss Mary Williams, daughter of John and Elizabeth Myron Williams. Mr. and Mrs. Mills have six children, four sons and two daughters—Myron, Marcellus, Hannah, Emeline and David.

JOHN MINER, farmer, Section 31, P. O. Port Huron, is a native of Canada and was born at Masco, below Montreal, July 11, 1825; he came to this State in 1849; lived at Lexington two years; then came to St. Clair and lived there seven years, and in 1858 bought this farm and since then for the past twenty-four years has been

**Maine.** They have three children—Arthur, Edith and Frank R.



was in the employ of Mr. Davenport for six years. About the year 1851, Capt. Moffat started a ferry of his own, consisting of a skiff and sail boat, and afterward started a horse boat and run that several years. He then built a little boat called the Union. About the year 1859, he, with one or two others, built the ferry boat Sarina, well known to every one here. Several years later, engaged in the tug business, and built the Kate Moffat, and afterward built the Brockway and the Frank Moffat and the Mocking Bird. Later, he bought and re-built the Grace Dorner. In 1877, he and Mr. Runnels bought the Beckwith, and during the present year they built the Omar D. Conger, one of the finest boats on the river. For forty years past Capt. Moffat has been connected with the ferry, and for most of the time has had control of the business, and has been actively identified with the steamboat, tug and vessel property. When he began he had nothing, and his success in life is owing to his own industry and energy. He is a member of the Board of Aldermen, the only Republican Alderman ever elected in the First Ward. In 1848, Capt. Moffat married Elizabeth Gray, a native of Canada. She died in 1865, leaving four children—Alonzo N., John, Frank, now Mrs. Stewart, and Katie, now Mrs. McVenn. In 1866, Capt. Moffat married Mrs. Frances M. Smiley, of Syracuse, N. Y. They have two sons—Fred S. and James.

**REV. T. W. MONTEITH**, pastor of the United Presbyterian Church, is a native of Michigan, and was born in Allegan County December 3, 1843. He received his preparatory education at Kalamazoo College. In 1866, he entered Monmouth College, and pursued his literary studies there and in Michigan State University, and graduated at Monmouth, June, 1869, and at the seminary in Newburg, N. Y., in 1872. After preaching in Ohio a short time, he accepted a call to his present pastorate, and was installed July 8, 1873. Mr. Monteith was united in marriage to Miss S. J. Turner, of Crown Point, Ind., June 24, 1875. They have three children—Carrie V., William T. and David T.

**DAVID MOORE**, farmer, Section 21, P. O. Port Huron, is a native of New York State, and was born in St. Lawrence County October 5, 1826. He lived in that State until reaching manhood, then came West to this State in 1846, and settled in this county, in the town of St. Clair, and worked in lumber woods, on farm, and afterward bought timber land, cleared it and made farm, and afterward cleared another farm and has been engaged in lumbering and farming. He only had \$150 when he began, and he now owns two good farms, of 120 acres each, and fifty acres in town of Kimball, all the result of his own industry and good management. He has held school and road offices. He married Miss Sophia Raymond, of the city of Detroit. They have three children—Louise, now Mrs. John Gray; Eber W., on farm town St. Clair; Elvira, now Mrs. Joseph Jackson.

**WILLIAM J. MULFORD**, of the firm of Mulford & Son, manufacturers and dealers in furniture, is a son of William R. Mulford, and was born in Elizabeth, N. J., December 5, 1845. His parents came here in 1847, and he grew up and attended school here. Before reaching manhood he enlisted during the war and served in Company H and Company K, Third Regiment Michigan Infantry. After his return from the service he became a partner in his father's store in 1867, and since then has been actively connected with it. He has held the position of chief engineer of the Fire Department, and also a member of the Board of Estimates. He had command of the Military Company two years, and is now superintendent of cemetery. In 1867, he married Miss Margaret Sleeper, a native of New York State. They have five children—Martha, Mable, Kate, Margaret, Helen.

**W. R. MULFORD**, dealer in furniture, is a native of New Jersey, and was born at Springfield, Essex County, March 20, 1823. He grew up to manhood in that State, and served apprenticeship in furniture business, at Elizabethtown, in that State. In 1846, he came West to Michigan, and was six weeks on the way, and in May arrived in Port Huron, which at that time was a very small village. Soon after locating here, he established his present business on the lot now occupied by Mr. Saunders, and since then, for over thirty six years, he has been engaged in business here, and is the oldest furniture dealer in this section of the State. In 1844, Mr. Mulford married Miss Martha Smith, a native of New Jersey. She died in 1847, leaving one son, William J. In 1870, Mr. Mulford was united in marriage to Miss Emily Stephens, daughter of H. L. Stephens, Esq. She died December 24, 1881. Mr. Mulford's father, Jacob Mulford, now eighty-nine years of age, is living with him. He is a native of New Jersey.

**CAPT. ARCHIBALD MUIR**, is a native of Scotland, and was born March 16, 1833. His parents came to the United States when he was only two years of age, and settled in Canada East, and west of Montreal, near the boundary line. His early life was spent on a farm. When fifteen years of age he began sailing on the schooner Hannah Counter; three years later, when only eighteen years of age, he sailed Captain of the brig St. Louis, of Buffalo, and continued sailing as master until 1867. In the fall of 1861, he went across the Atlantic; upon his return, when thirty days out from Scotland with a load of pig iron, his vessel was dismantled 300 miles from the coast of Newfoundland. The vessel was carried back to the Irish coast, and during the winter repairs were made, and the following spring sailed upon his return, and arrived in Quebec, May 5, 1862. Between the years 1862 and 1867, before coming to Port Huron, he was Superintendent of the Marine Oil Company of Canada. In 1867, he came to Port Huron, and engaged in ship-building. The first vessel he built was the Groton. He built the Brown, James Couch, Fanny Neal, and the propellers Vanderbilt and Montana. He organized the Port Huron Dry Dock Company, and built the wharfs and the dry dock, and carried on an extensive business for about ten years, and built sixteen vessels and propellers. He was afterward Superintendent of the Marine Oil Company of Canada. For the past few years has sailed master of vessels. Capt. Muir married Miss Elizabeth A. Gregory, a native of Niagara District, township of Louth, Canada, March 22, 1860. They have seven children—William, Fred, Johnson G., James A., Florence E., Jessie A., Aggie M. and Archibald A.

**GEORGE K. NAIRN**, Deputy Collector, is a native of Edinburgh, Scotland, and was born June 22, 1836. His parents came to Canada in 1841, and he was brought up and received his education there, and came to Michigan in 1859. Upon the breaking out of the rebellion, he enlisted June 10, 1861, in the Third Michigan Infantry, and served five years, and held commission of First Lieutenant when mustered out July 9, 1866.



After his return the following year, was appointed Deputy Collector, and since then has held that position in the custom service. Mr. Nairn was united in marriage, June 22, 1876, to Miss Mary E. Miller, of Port Huron. She died February 22, 1880, leaving one daughter, Ethel Clare.

L. S. NOBLE, of the firm of Noble & Welton, fire, life and marine insurance agents, is a native of Onondaga County, N. Y. He came to Michigan in 1837, and was at Ann Arbor and Battle Creek. He then returned to Ohio and New York. He came to Port Huron June 27, 1847. In 1850, he engaged in the whip business in Detroit for two years. He then engaged in the grocery business at Port Huron until 1856. He engaged in the insurance business in 1854. Has had the agency of the Phoenix Insurance Company of Hartford since 1860. The first risk he wrote for this company was for Hull & Osborne, May 4, 1860. He had two certificates from the company, testifying to his long and favorable service in representing its interests here. He has been actively interested in the fire department since it was first organized. Mr. Noble married Miss Mary A. Fowler, of Westfield, Mass., May 24, 1844. They have had three children—M. Augusta, now Mrs. Austin; Louise M., married Maj. E. S. Petit; and Alonzo Frank, living here.

M. NORTHUP, physician and surgeon, is a native of Schuylar County, N. Y., and was born January 29, 1836. He received his education in that State, studied medicine and graduated at the Geneva Medical College in 1859. He afterward practiced medicine in Steuben County and also in Canada. During the war he entered the army as Acting Assistant Surgeon. After the close of the war he located at Lexington, this State, and practiced medicine there about seven years. In the fall of 1871, he came to Port Huron, and since then has practiced his profession here. He has served as President of the Board of Health for six years, and as Alderman of the Fifth Ward, and is chairman of the building committee for the new hospital. Dr. Northup married Miss Annie A. Herson in 1864, from Florence, Ontario, Canada. They have two children—Lizzie H. and Charles S.

JOHN G. O'NEILL, Mayor of the city of Port Huron, was elected in April, 1883, by a handsome majority upon the Democratic ticket, against the combined strength of three vigorous political organizations. The campaign was exceedingly spirited, and the city having gone heavily Republican one year ago, made Mr. O'Neill's triumph a very flattering indorsement. He is thirty-four years old, a native of Toronto, Canada, where he was educated in Saint Michael's College, and where he is now well known on account of former residence, as well as the great prominence he has attained as the senior partner in the mercantile establishment of O'Neill Brothers & Co., organized in 1876, and now doing the largest general trade of any house in Eastern Michigan outside of Detroit. Mr. O'Neill was one of the organizers of the Commercial Bank of Port Huron, and has always occupied a commanding position on its Board of Trustees. He is also general manager and principal owner of the Up River Ice Company, one of the largest industries of the city, besides which he is actively engaged in operations in pine lands, farming lands and city real estate. He is called "John" amongst the people, and although unmarried has always been too busy to pay much attention to the young ladies. He manages all the large business enterprises in which he is engaged with the most perfect skill, and being a young man of irreproachable habits and character, all his investments have been crowned with singular success. He has served in the City Council and upon some local boards, which renders him perfectly familiar with his duties as Chief Executive of the pushing and enterprising city of Port Huron. We look upon Mr. O'Neill's future as very promising indeed.

PETER J. O'NEILL is a native of Dublin, where he lived from his birth, in 1811, until 1833, and where he received an exceptionally good education for young men in that ill-fated country. At the age of twenty-two he removed to Montreal, where he engaged in the mercantile business until the rebellion under William Lyn McKinzie in 1836-37. This was the last attempt of the Canadas to dissolve British connection, during which Mr. O'Neill was engaged in important contracts supplying the troops while the war lasted. The operations of that little rebellion brought him into Western Canada, and he settled in Toronto in the wholesale dry goods trade, remaining there until 1861, during which time he embarked heavily in manufacturing, and was one of the Directors in the Toronto Savings Bank and the Toronto Mutual Insurance Company. Mr. O'Neill's business connections extended largely into the United States. He made frequent trips to New York, where, in 1845, he married Miss Clara Corrigan, the daughter of Mr. P. Corrigan, of that city, and niece of Sir Domine Corrigan, of Dublin, one of the most renowned doctors of the British Empire. Mrs. O'Neill is also a relative of James O'Connell, an honored name in the city of New York. Since 1861, Mr. O'Neill has lived in Port Huron, where he has laid the foundation of the large firm known as O'Neill Brothers & Co., the most extensive business establishment in general trade in St. Clair County. This firm is also operating largely in timber lands and city property. He has frequently visited Europe on business, keeping fully abreast with public men and measures in England and Ireland, having made an extended tour of those countries and Continental Europe in 1878. He has never taken much interest in American public affairs, always shrinking from public office, and only for a single term consenting to serve in the City Council. Mr. O'Neill's life has been most active. He is yet in the business world, as pushing, enterprising and energetic as most men at the age of forty. He now loves business for its own sake and because he is a complete master of its details. He has six daughters and two sons living, amongst whom are John G. O'Neill, the present Mayor of the city of Port Huron.

DAVID LOUIS OSBORNE, of the firm of F. A. Weyers & Co., dealers in groceries and provisions, is a native of Salem, Mass., and was born December 8, 1813. After reaching manhood, came to Detroit in 1836 and was one of the early settlers of that city, and for many years was engaged in the baking business and also in the nursery business there. He built the greenhouses at the corner of 24th and Fort streets, and was engaged in the lumber trade for some years previous to coming here, and still has a planing mill on Michigan avenue. He came here in 1880, and since then has been engaged in his present business, and the firm of F. A. Weyers & Co. have a large and leading trade. In 1837, he married Mary G. Robie, of Salem, Mass. She died in 1850, leaving three sons—John H., Charles F. and Lewis. In 1853, he married Miss Peace P. Buxton, of New Hampshire. They have two children—Frank W. and Mabel.

DR. SAMUEL D. PACE, United States Consul, Sarnia, is a native of Canada, and was born in the Province of Ontario April 29, 1835. His father was a native of New Jersey, and his mother was descended from a New England family. He received his literary education in Canada and in the State of Wisconsin. In early boyhood he determined to be a physician; after completing his medical studies, he came to Port Huron in 1860, and successfully engaged in the practice of his profession. In 1869, Dr. Pace was appointed by President Grant United States Consul to Port Sarnia, and since then has occupied that position. Dr. Pace was united in marriage April 19, 1855, to Miss Lizzie Freeman, a native of England. They have three daughters—Mattie, the eldest, is the wife of the Consular Agent at London; Cora, now Mrs. Frank Mallory, of Detroit; Clara, now Mrs. George L. Bracket, of the city of Detroit.

DR. G. J. PARKER, physician and druggist, is a native of Trumbull County, Ohio, and was born April 23, 1823; he received his education in that State and in Detroit, and studied medicine and graduated at the Cleveland medical college. In the fall of 1849, came to Michigan and engaged in practice of medicine at Lexington, Sanilac County. In May, 1861, came to Port Huron and continued in the practice of his profession for ten years; then retired from active practice, and has since given his attention to the demands of his business. In 1855, Dr. Parker was united in marriage to Miss Celestia G. Simons, a native of Vermont. They have one daughter—Birdie Grace.

CAPT. E. W. PARSONS is a native of Berkshire County, Mass., and was born February 8, 1830. His parents came West to this State in 1833, and settled at Monroe and remained there until 1841, when they came to Wayne County and located at Gibraltar, and he lived there until eighteen years old and then began sailing on the steamer John Hollister in 1848; and since then for over one-third of a century has been engaged in the marine service most of the time; has sailed master of vessels, but for the past nine years has held the position of clerk of the steamer Milton D. Ward. He is also interested in steamboat and forwarding business, and is senior member of the firm of E. W. Parsons & Son, of this city. In 1873, he came to Port Huron and since then has resided here. He owns a good farm in Wayne County. Capt. Parsons was married December 31, 1852, to Miss Lucy N. Pruyn, a native of Canada, but came to this State in early childhood. They have three children—Frank W., engaged in wholesale and retail commission; George P., member of the firm of E. W. Parsons & Son, of this city; Fred C., also engaged in business in this city.

F. C. PARSONS, proprietor Troy Laundry, is a native of Michigan, and was born in Wayne County, at Gibraltar, July 17, 1858. He came here during boyhood; after reaching manhood, established his present business in 1880. He employs from eight to fifteen persons in his laundry, and does the leading business here.

FRANK W. PARSONS, forwarding and commission agent, is a native of Wayne County, Mich., and was born September 7, 1854. He attended school there and completed his education in Detroit. In 1870, he engaged as clerk on the river and continued in that position four years. In 1874, came to Port Huron and entered the office of Henry McMoran, as bookkeeper, and remained with him until 1877, then engaged in the forwarding business and established steamboat agency. He was agent for the Anchor Line, the Lake Superior Transit Company, the Union Steamboat Company, the Western Transportation Company, the Star Line, Detroit, Cleveland & St. Clair River Line, Port Huron & Algonac River Line, the Mackinac Transportation Company and the Saginaw Transportation Company. He has done a large leading steamboat forwarding business. He is a member of the Board of Aldermen, and has been elected twice to that office, and has served as Chairman of the Democratic Committee of St. Clair.

GEORGE P. PARSONS, of the firm of Parsons & Son, steamboat agents and forwarders, is a native of this State, and was born in the town of Gibraltar, Wayne County, May 6, 1857. His parents came to Port Huron in 1871, and he grew up and attended school here, and after reaching manhood, engaged in his present business, and now has the active management of the business here.

R. S. PATTERSON, jeweler, dealer in pianos, organs, books and stationery, is a native of Montgomery County, N. Y., and was born April 8, 1838. His parents came to Michigan and settled in St. Clair County in 1848. He entered the store of M. Walker in Port Huron, and was with him for fifteen years; then bought out Mr. Walker and engaged in business on his own account, and has a large established trade in jewelry, pianos, organs, sewing machines, books and stationery, and is the oldest house in that business in Port Huron. In 1866, Mr. Patterson was united in marriage to Miss Evelina E. King, a native of this State. They have five children—Sarah Eugenia, Jesse D., Mary, Ida and Edith.

JOSHUA PENNEBAKER, contractor and builder, is a native of Canada, and was born March 18, 1842. He grew up there and learned the trade of carpenter and joiner. Came to Port Huron in 1870 and engaged in building, and since then has carried on the business here. In 1864, he married Miss Jessie McDonald, a native of Scotland. They have six children—Francis, Robert, Lizzie, Charlie, Cecelia, Leo.

EDWARD PERCIVAL, manufacturer of brooms and dealer in brushes, wooden ware, is a native of England, and was born August 12, 1836. Emigrated to this country in 1856, and came to Port Huron in 1858. Began working at his trade, painting. Afterward was clerk for Mr. Saunders. In 1863, engaged in butchering for three years, and was in the grocery trade three years. In 1875, he began manufacturing brooms with only one man. Now employs twenty hands, and his sales will reach \$50,000 this year. Also deals in brushes and wooden ware. His early opportunities for obtaining an education were very limited. When he reached here he only had eleven shillings. His success is owing to his own efforts. His first wife was Frances Williams, of Kent, England. She died in 1867, leaving two children—John T. and Edward F. His present wife was Winifred Dougherty, of Dublin, Ireland. They have three children—Frances A., Fred A. and Winifred.

S. T. PERCY, agent of the American and Canada Express Companies, is a native of Ontario, Canada, and was born February 15, 1844. On attaining his majority, he engaged with Freeman P. White, the then Warden of the county of Ontario, who was engaged in the manufacture of woolen goods, and also did a large flouring business. He bought wool and grain, and sold cloth for him, taking charge of the whole business when Mr. White was away from home. On Mr. White's retiring from business, Mr. Percy, with his brother, bought a mill and some fine land in the north part of the county, and went into the lumber business.



After one season, disposed of his interest to his brother, and engaged with the Canadian Express Company, as messenger. After running about eighteen months, he engaged in drug business at Exeter, Ontario, for two years, then sold out and returned to the express company again. He came to Port Huron on September 26, 1876, and was appointed their agent the February following, and since then has held that position. He is agent of the American Express Company, the Canadian Express Company, and the Port Huron & North-western Express Company. July 5, 1870, he married Miss Sophia Browning, of York County, Ontario, Canada. They have four children—Clara, Lizzie, Louie and Charlie.

FRANK P. PHENIX, fresh and salted meats, is a native of the city of Detroit, and was born January 23, 1837. His parents came to this county during his early childhood. He was engaged in farming for some years, and also in buying stock. Since 1872, he has been engaged in business with his brothers at Fort Gratiot and Port Huron. He held the office of Treasurer at Fort Gratiot for three years. He married Miss Elizabeth Catherman, of Sandusky, Ky., November 16, 1866. They have one daughter, Olive. He has two children by a former wife—Dwight and Bertha.

LIONEL PHENIX, of the firm of L. & N. Phenix, dealers in agricultural implements, organs and pianos, is a native of St. Clair County, and was born December 6, 1849. When only sixteen years of age, he engaged in business with his father, and since then has been actively engaged in business. Their present business was established in 1876, and they have built up a large trade, their sales amounting to \$100,000 yearly. In 1878, they built a large brick block containing five stores, on Butler street. In 1867, Mr. Phenix married Miss Helen Graves, a native of this county. They have three children—Elsie, Asa, Flora.

NAPOLEON PHENIX, of the firm of L. & N. Phenix, dealers in agricultural implements, pianos and organs, is a native of St. Clair County, and was born January 24, 1851. He grew up and attended school in this county. When seventeen years of age, he engaged in grocery business with his brothers at Smith Creek. In 1871, came to Port Huron and went into the livery business for two years, then engaged in butchering and grocery trade, and afterward engaged in their present business, and they have built up a large trade. In 1878, he and his brother Lionel built Phenix Block, containing five stores. In 1873, Mr. Phenix married Miss Jennie Purdy, a native of Canada. They have one son, DeLos.

P. H. PHILLIPS, attorney at law, is a native of the city of New York, and was born October 11, 1853. His parents came to Port Huron during his early childhood, and received his education in this State. He studied law in the office of Atkinson & Stevenson, and was admitted to the bar in 1878, and since then has successfully practiced his profession here. Mr. Phillips was united in marriage, June 14, 1882, to Miss Kate B. Atkins, of this city.

GEORGE POOLE, corner Willow and Bard streets, is a son of William and Mary Poole, and is a native of St. Clair County, and was born in Port Huron in 1858. He grew up to manhood here. When sixteen years of age he went to work in a saw mill, and since then, for the past eight years, has worked at that business, and runs lathe mill in Wells' mill. He has just completed nice house on his lots, corner Willow and Bard streets, and owns other property.

J. W. PORTER, Cashier Commercial Bank, is a native of Michigan, and was born in St. Clair County March 6, 1847. He received his education in this State. After reaching manhood, was appointed to a position in the post office by Gen. Hartsuff, and remained there six years. In 1877, he established a savings' bank at Mt. Clemens, and was successfully identified with the banking business. He was there for six years, when he resigned and came to Port Huron. Upon the organization of the Commercial Bank, February 1, 1882, he was elected cashier, and has the active management of the bank. In 1875, Mr. Porter was united in marriage to Miss Alice E. Skinner, daughter of T. S. Skinner, Esq., of this place. They have one daughter—Rhoda E. They have lost one daughter, Addie, and an infant son.

ELBRIDGE S. POST, book-keeper, is a native of Summit County, Ohio, and was born July 20, 1843. He grew up and attended school in his native place until the breaking-out of the war, when he enlisted in the Forty-first Regiment Ohio Volunteer Infantry; served in that regiment and also in the Twenty-first Ohio, and the Fourth Michigan Volunteer Infantry; remained in the service three years. His father and three brothers were all in the army, though none of them was subject to draft, and all returned. Mr. Post came to Port Huron in 1870; entered a hardware store as clerk; in 1873, he engaged in cigar trade, and carried on the business five years, and since then has been engaged as book-keeper and accountant. He helped organize Company F, Third Regiment of the Michigan State Militia, gradually rising from private to Captain, and commanded the company two years. He was united in marriage February 21, 1871, to Miss Josephine A. Minnie, daughter of J. P. Minnie, one of the earliest settlers of this county. They have one daughter—Minnie A.

STEPHEN T. PROBETT, manufacturer of lime, is a native of England, and was born September 6, 1830; came to Detroit when only five years of age. Came to Port Huron in 1848, and engaged in mercantile business; continued in business for ten years. Then engaged in contracting and building, and carried on that business for many years. For the past four years has been engaged in manufacturing lime and brick, and has a large established trade. He has been in the City Council for the past seven years, and is the oldest member of the Board of Aldermen. He has served twice as President of the Council, and now holds that position; has been urged to become candidate for Mayor, but has refused. Mr. Probett married Miss Amelia S. Pettee, of Port Huron, October 21, 1850; they have three sons—Charles H. D., William G., Herbert; and four daughters—Minnie L., Ida, Carrie, Edith.

PETER W. REED, eclectic physician and surgeon, was born in Hastings County, Province of Ontario, Canada, September 21, 1827; his early advantages for obtaining an education were limited, but he made the most of them. He bought a medical book at auction and became interested in it, and determined to study medicine; in doing so he had many obstacles to overcome. Went to Indiana and settled near Terre Haute, when he formed a medical copartnership and continued two years, and then returned to Canada. He prepared and circulated a petition to Parliament for the passage of a bill recognizing the eclectic practice, and the bill became a law, and an Eclectic Board was established at Toronto which granted licenses to practition-



ers of that school. In the spring of 1861, he came to Port Huron, and since then has practiced his profession here. In 1865, Dr. Reed obtained the degree of the Eclectic Medical College of Ohio. He was instrumental in the passage of an act by the Legislature of Michigan, under which the State Eclectic Medical and Surgical Association was organized, and was elected President of the association for two years.

ANDREW RICHARDSON, of the firm of Rudge & Richardson, is a native of England, and was born January 9, 1847; he grew up and learned his trade there; came to Canada in 1869, and lived there ten years. He came to Port Huron in the spring of 1882, and engaged in business with his present partner. He married Miss Emily West, a native of England, July 1, 1874. They have had three children, none of whom survive.

DANIEL ROBERTS, farmer, Section 31, P. O. Marysville, is a native of Genesee County, N. Y., and was born June 22, 1811. Upon reaching manhood, came West to Michigan in 1833; he came from Buffalo to Detroit on the steamer Daniel Webster; he came to Port Huron, and reached here November 1, 1834. He stayed with the Greenfield family, and he and Mr. Greenfield built a tannery. After three years, he went to Macomb County, and lived there eight years; then returned here and was in the tannery at St. Clair sixteen years; then bought this farm, and since then has been engaged in farming; owns 100 acres of land. In 1837, he married Miss Matilda Byron, of Port Huron. They have one daughter—Frances, now Mrs. King.

NAPOLEON ROBERTS, wood dealer, is a son of Nelson and Rose Roberts, who came to Port Huron in 1852. He is a native of Oswego, N. Y., and was born April 20, 1844. He grew up and attended school here, and then engaged in lumbering with his father. Since 1872, he has been engaged in the wood business, and has a large trade. He holds the office of Supervisor of the Third Ward. He was united in marriage to Miss Ellen Tracy, of Sandusky, Ohio, February 13, 1872. They have three children—Mary E., Nora and Rose.

D. ROBESON, ship chandler and dealer in vessel supplies, is a native of England, and was born November 17, 1825. He was brought up in the city of Quebec and learned his business of his father, who was a ship chandler. Mr. Robeson came to Port Huron in 1868, and established his present business. His house is the only one of the kind here, and he has a large trade in sail-making and the general outfit of vessels. In 1875, he was elected a member of the Board of Education, and since then has held that position. Mr. Robeson married Miss Eliza C. Gregory, from St. Catharines, Canada. They have five children—Henry J., William B., David M., Laura and Ethel.

PROF. HENRY J. ROBESON, Superintendent of Schools, Port Huron, is a native of Canada, and was born in the city of Quebec April 20, 1853. He attended school in Upper Canada, and prepared to enter McGill's College, Montreal. In 1868, he came with his parents to Port Huron, and for three years was with his father learning the business of sail-making. In 1871, he entered the State University at Ann Arbor, taking a four years' course, and graduated in 1875. After graduating, he was engaged as Principal of the High School, and the following year was employed as Superintendent of the schools, and since then, for the past seven years, has held that position. Prof. Robeson was united in marriage, June 27, 1877, to Miss Agnes G. Moore, of Ann Arbor, this State. Mr. Robeson has but recently produced a popular work, entitled "Diagrams and Salient Points of Parliamentary Rules." The first edition was exhausted within a fortnight after its appearance. The book is characterized by the press and by the best authorities in the land as "a very concise, useful, convenient and valuable work." The charts decide instantaneously any question, according to both Cushing and Robert. Mr. Robeson is also the inventor of a series of eight graded and scientifically arranged primary number charts, which begin with counting and conclude with fractions. These have been acknowledged by competent judges to be possessed of decided merit. Mr. Robeson has now in press a large volume, entitled "The Science, History and Philosophy of Value and Money." His large and extensive private library will enable him to do unprejudiced justice to this important and much neglected subject.

DELL ROBINSON, Captain of the ferry-boat Grace Dormer, is a native of Livingston County, N. Y., and was born July 29, 1848. His parents came here in 1859, and three years later he began sailing, and since then, for the past twenty years, has been on the lakes. He was on the "Sarnia" eight years, and sailed the W. D. Morton several years, and for the past six years has been Captain of the "Grace Dormer." In 1872, Capt. Robinson married Miss Ella Bragg, of Buffalo, N. Y. They have one son—Frank.

REV. A. HASTINGS ROSS, pastor of the First Congregational Church, is a native of Worcester County, Mass., and was born in the town of Winchendon April 28, 1831. His early life was spent on a farm. He attended the common schools there and entered the academy. He afterward went to Oberlin, Ohio, where he entered Oberlin College, and graduated in 1857. After graduating, he entered the Theological Seminary at Andover, Mass., where he pursued his theological studies for three years. His first pastorate was at Boylston, Mass., where he remained five years. He then accepted a call and was pastor of the Congregational Church of Springfield, Ohio, for seven years, and was afterward pastor of a church in Columbus, Ohio, for two years. He then accepted a call from the Congregational Church at Port Huron, the largest church in the city, and he came here June 1, 1876. Mr. Ross has been lecturer on church polity in the Oberlin Theological Seminary since 1871, and has recently been elected "Southworth lecturer on Congregationalism" at "Andover Theological Seminary" for three years. Mr. Ross was united in marriage, October 15, 1861, to Miss Mary M. Gilman, of Churchville, Genesee Co., N. Y. She is a graduate of Oberlin College.

JOHN RUDGE, of the firm of Rudge & Richardson, foundry, is a native of England, and was born September 24, 1842. He grew up and learned his trade there, and came to America in 1869. He came to Detroit and lived there until 1873, when he came to Port Huron, and two years later engaged in the foundry business for himself. They manufacture iron store fronts, agricultural implement work, and all kinds of iron and brass castings. Mr. Rudge married Miss Alice Hickin, a native of England, June 9, 1865. They have three children—Annie, Amelia and John Herbert.

D. N. RUNNELS, steamboat and ferry owner, is a native of Somerset County, Me., and was born December 18, 1835. Upon reaching manhood he came West in 1856 and located in St. Clair County and engaged in lumbering, and was connected with the lumber business for twenty-three years. In 1875, he engaged in the



Wm. Stewart





They have had six children—only two sons survive—Alfred H. and Edward F.—both engaged in business with their father.

HON. JAMES W. SANBORN, merchant, was born at Falmouth, near Portland, Me., in April 1813. He was the son of a physician, the third of a family of eleven children. In early youth, he showed evidence of great energy of character and keen powers of observation. He chose for his first venture a career in the sea and made frequent voyages to the West Indies; he also crossed the Atlantic ocean repeatedly. He abandoned the sea after reaching the age of twenty-one, and went to Port Huron in 1835, in company with Abner Coburn, since Governor of Maine, Charles Merrill, late of Detroit, and Joseph L. Kelsey. Together they located 25,000 acres of land in St. Clair and Sanilac counties; and Mr. Sanborn, then but twenty-two years of age, was left in charge of the purchases. The following year, 1836, he established himself at Metamora, Lapeer County. In 1838, and again in 1846, he was elected to the Legislature from Lapeer district. His thorough knowledge of the State lands made him an efficient Representative. As a legislator he evinced the same habits of industry and faithfulness which so eminently characterized him in private life. In 1847, he was engaged in the lumber goods and lumber business at Port Huron, with his brother-in-law, Alvah Sweetser; the death of the latter in 1864 caused a dissolution of the firm. Mr. Sanborn had a large lumber interest on the Saginaw, Au Sable, Cheboygan and its tributaries, the Au Sable, Thunder Bay River, Pine River, in the Upper Peninsula, and on Cheboygan. His business career was a successful one for himself and those associated with him. Besides his lumber possessions, he owned considerable real estate and personal property in Port Huron and Port Gratiot. In business matters he had a quick perception and was far-seeing, always combining promptness with caution. While keeping pace with the times in legitimate enterprises, he never allowed sound judgment to be overruled by speculative excitement. Just in his dealings with all, he expected and exacted the same from others; strong in his likes and dislikes, he never failed in proving the sincerity of his feelings to those whom he once recognized as friends. He numbered among his intimate associates many young men who were indebted to him for friendly counsel, as well as for substantial aid in their business undertakings. Earnest in politics as in other matters, and originally a Whig, Mr. Sanborn stood among the foremost organizers of the Republican party. He represented his district as a delegate to that convention whose proceedings "under the oaks at Jackson" have been accorded a page not only in the annals of State, but also of national history. In 1855 he was elected to the House of Representatives, after a spirited contest, his opponent being the Hon. W. Mitchell. In 1858, he was chosen Commissioner of the State Land Office. During his term he exposed the McKinney defalcation and strenuously opposed all efforts to cover up the fraud under the plea of party policy. Being an active worker in political campaigns, no man in his region was more liberal with his money for proper political purposes. Mr. Sanborn married three times, and at his death, which occurred April 13, 1877, left a wife and three children. Although not a member of any religious denomination, he was for many years actively connected with the Congregational Church. He was greatly attached to his family and home, and those who knew him most intimately knew best the kindness of his nature and the depth of his affection. His influence, as affecting the growth and prosperity of the section of the State in which he lived and labored, will continue to be felt for years to come.

JOHN P. SANBORN, Collector of Customs, was born in Belgrade, Me., July 12, 1833. His father was Benjamin Sanborn, M. D., a graduate of Bowdoin College, Brunswick, Me. His mother's maiden name was Emily J. Pitts. Mr. Sanborn's early education was only such as was afforded by the common schools of New England. Like so many other of the substantial men of the country, he was educated chiefly in practical business. Upon leaving school, he entered a general store as clerk and apprentice, acquiring therein the systematic habits which have distinguished his later life. He came to Michigan and settled at Port Huron in 1847, and subsequently engaged extensively in mercantile and lumbering operations. Mr. Sanborn was Deputy Collector of Customs at Port Huron from 1862 to 1866. In March, 1867, he was appointed to the Collectorship, which office he still holds. In his administration Mr. Sanborn has proved himself one of the first officers of his grade in the revenue service. Politically, he has always been a Republican. He married, October 17, 1855, Miss Mary A. Wastell, daughter of Rev. W. P. Wastell, of Clinton, Mich.

PETER SANBORN, retired, is a native of Falmouth, Me., and was born March 13, 1802. He grew up to manhood in that State, and lived in Portland. He came to Michigan previous to the year 1835, to look after his interests in pine lands; he remained here four years; then returned East and spent six years; he returned to Port Huron and engaged in general mercantile business, also in the lumber trade. He was actively engaged in business for many years. He has since retired from business, and although over eight years of age, is as active and well preserved as many who are much younger.

P. B. SANBORN, proprietor of Sanborn's elevator, is a native of Falmouth, Me., and was born March 17, 1838. Mr. Sanborn came to Detroit in 1852, and in 1862 located in Port Huron. During the war he enlisted and served in the First Regiment of Berdan's sharpshooters, and was commissioned First Lieutenant, Company K. After serving nine months, protracted illness compelled him to resign his commission. Subsequently Mr. Sanborn engaged in the hardware business, and for thirteen years was a member of the firm.

William Stewart & Co. and Sanborn, Carleton & Co., and in 1881 he engaged in the grain and elevator business. Sanborn's Port Huron Elevator is one of the most complete, for its capacity, in the State. It has every improvement for handling grain by river and the three lines of railroad which terminate at Port Huron. The river frontage is 300 feet. Mr. Sanborn was one of the corporators of and is a stockholder in the Port Huron & Northwestern Railroad Company, and has been for many years actively identified with the commercial interests of Port Huron. Mr. Sanborn was united in marriage to Miss Mary S. Williger, of this city, September 13, 1864. They have two children—son and daughter, named Alvah and Clare.

WILLIAM SAXE, farmer, Section 18, P. O. Port Huron, is a native of Lower Canada, and was born March 18, 1835. Upon reaching manhood, came to this State and lived in Sanilac County about seven years; then came to Port Huron and worked in Wells' saw-mill, and also worked four seasons for Bachelor in his mill, and for the past two seasons has been foreman in Brooks & Joslyn's Mill. He owns a farm of eighty-six acres, and has lived here since 1876. In October, 1864, he married Miss Mary Bowes, a native of Canada; they have six children—William C., Elizabeth, John G., Hattie, Allen, Ellen.

CHARLES SCHEFFLER, of the firm of Scheffler Bros., fresh and salted meats, is a native of St. Clair County, and was born in Port Huron March 16, 1864. He grew up, attended school and learned his business here, and engaged in business for himself in 1878. has carried on the business since then, and has built up a good trade; is a member of the Order of Maccabees. In 1880, he married Miss Minnie Cook, a native of Strathroy, Canada.

PETER SCHWEITZER, lumberman, Section 5, P. O. Port Huron, is a native of Germany, and was born in Lorraine August 6, 1834; upon reaching manhood, he emigrated to America in 1854, and lived in Buffalo six years, and then came to Port Huron, and since then, for the past twenty-two years, has been connected with the lumber business here; he has held the office of City Alderman. He owns a good farm with excellent improvements near the city. He married Miss Mary Zimmer, a native of Germany, April 8, 1858; they have two sons—Peter and John.

ALBERT SCHOFIELD, of the firm of Love & Schofield, boiler manufacturers, is a native of Lancashire, England, and was born February 27, 1852; his parents came to Canada in 1854, and came to Detroit in 1861. He came to Port Huron and learned his trade, and engaged in their present business in 1876, and since then have carried on the business here, manufacturing marine and store work. In May, 1873, Mr. Schofield married Miss Lida Cook, a native of Toronto, Can.; they have two children—Libbie and Addie.

OTIS SCOTT, capitalist, is a native of Maine and was born at Calais April 30, 1827; when sixteen years of age began sailing, and followed the sea for nine years. In 1852, came West to Michigan, and settled in Port Huron, and engaged in lumbering, and successfully carried on the business for about a quarter of a century; for the past few years he has been engaged in speculation, and interested in farming; he is not an office seeker, and has refused to allow his name to be used for any public position. In 1861, he was united in marriage to Miss Annie Hawkins, of London, Ontario, Canada; they have four sons—Fred G., William A., Otis A., Alonzo J.

G. R. SHATTO, general merchant, is a native of Ohio, and was born in Medina County August 15, 1850; his parents came to Michigan during his early childhood; he attended school in this State; he came to Port Huron in 1877, and established his present business, dealing in dry goods, carpets, clothing, boots and shoes, groceries, etc., giving employment to about twenty people. Transacts a large business; his sales for the year 1882 were nearly \$150,000. Mr. Shatto was united in marriage, August 15, 1876, to Miss Clara R. Whitney, of Flint, Mich. They have lost one son—Walter O.

H. SHOEBOOTHAM, physician and surgeon, is a native of Canada, and was born September 4, 1831. He grew up and received his education there, then studied medicine and graduated in Montreal, at McGill's University, in 1857. The following year located in Sarnia, and was engaged in the practice of medicine there twelve years. In 1870, came to Port Huron, and since then has successfully practiced his profession here. He has held the office of City Physician, and served as County Physician while living in Canada. In 1863, Dr. Shoebotham married Miss Susan Stevenson, a native of Canada. They have two children—Thomas B. and Harry. Mrs. Shoebotham died October 16, 1882, aged forty-one years one month and one day.

CAPT. ALEXANDER R. SINCLAIR, master propeller Oscoda, is a son of Capt. John and Agnes Sinclair, and was born in Canada June 17, 1844. He began sailing during his early boyhood. The first money he earned in sailing was on the sloop Emma, and he held the position of Captain before he was twenty years of age. He has sailed as master of the propellers Porter, Chamberlin, Prairie State, Evergreen City; also schooners Cortland and John S. Miner, and is now master of the propeller Oscoda. He has had a large practical experience in the marine service for a young man. Capt. Sinclair was united in marriage January 11, 1871, to Miss Ellen McCoig, a native of Canada. They have two children—Charlie A. and Eva E.

CAPT. L. SINCLAIR, is a native of the Shetland Islands, north of Scotland, and was born November 4, 1834. He came to the United States in 1847. He began sailing in 1857, on the scow Canada. In 1870, he was Captain of the scow Lizzie, and sailed her three years, and sailed the Fannie Neal two years, and also sailed the Drednought, and since then has sailed as mate and master. In 1862, he married Miss Henrietta O'Marow, a native of Ireland. They have had five children—Agnes and Daniel, deceased, and John, Laura E. and George B., living.

CAPT. JOHN SINCLAIR, SR., is a native of the Shetland Islands, North of Scotland, and was born May 29, 1803. He began sailing during his early boyhood, and sailed along the coast and to the West Indies. He came to this country in 1840, and began sailing on the lakes from Buffalo to Cleveland, Detroit and Chicago. He continued sailing over twenty-five years. In 1867, he was appointed light house keeper at Fort Gratiot, and held that position eleven years and a half. Capt. Sinclair was united in marriage October 5, 1826. His wife was a native of the Shetland Islands, north of Scotland, and died December 4, 1880, leaving seven sons—Thomas, living at Port Creston; John, light house keeper at Thunder Bay Island; Lawrence, living here and sailing on the lakes; James, living in Florida; Daniel N., Captain on Lake Michigan; Alex-



ander R., master of propeller, Cyrus H., living in Chicago, sailing on Lakes and one daughter, E. J., married, now Mrs. Blaine, they lost one son, Peter. He was sailing on the lakes and was lost overboard from schooner *Luz Chantler* and drowned, October 6, 1876.

**ANDREW SMITH**, of the firm of George Crackel & Co., painters and dealers in all kinds of painters' and artists' materials, is a native of Scotland, and was born August 10, 1851. His parents came to Canada in 1853, and he grew up and learned his trade, carpenter and joiner, of his father. He came to Port Huron in 1867, and began working at his trade, and afterward engaged in contracting and building, and did a large business. He built the Huron House and many other buildings here. In 1880, he associated with Mr. Crackel, and they carry on the largest business in their line in this section of the State. Mr. Smith married Miss Mary Quinn from Montreal, Canada, November 11, 1876; they have two children—Maynard D. and Helen W.

**E. G. SPALDING**, Cashier United States Customs, also member of the insurance agency of E. G. Spalding & Co., is a native of Macomb County, Mich., and was born at Mt. Clemens December 28, 1843. At the age of seven years, he removed to Port Huron, where he has since resided for thirty-two years. After attending school there for several years, he spent two years at school at Albion, Mich., and one year in New York State. In the second year of the war, he enlisted at the age of eighteen, as private in the Twenty-second Regiment Michigan Volunteer Infantry, and, after passing through the successive grades, was promoted to Lieutenant in January, 1863, and served in all the campaigns of the Army of the Cumberland. At the battle of Chickamauga, September 20, 1863, he was taken prisoner while in command of his company, and was held for seventeen months until March 1, 1865, from the effects of which confinement he has never recovered. After the war, in the fall of 1865, he was appointed Inspector of Customs. In April, 1867, he was promoted Cashier of United States Customs, and since then, for the past fifteen years, has held that position. He was married May 12, 1875, to Miss Leonora D. Buell, of Lexington, this State; they have one daughter—Nina Estelle. Mr. Spalding is also engaged in the insurance business. The insurance agency of E. G. Spalding & Co. was established in 1857 by I. H. White, and has been continued with the same companies, with the addition of others, for a quarter of a century. This agency represents the largest companies in this country and Europe, and transacts the leading business here. Following are the names of the principal companies with which this agency is connected, with amount of assets: Home, of New York, Fire, \$6,995,509; Insurance Company of North America, Penn., Fire, \$8,818,805; Hartford, of Connecticut, Fire, \$4,072,575; Etna, of Hartford, Fire, \$8,902,272; New York Underwriters, Fire, \$5,036,202; Liverpool, London and Globe, Fire, \$31,662,194; North British and Mercantile, Fire, \$9,264,569; German American, New York, Fire, \$3,452,572; Pennsylvania, Penn., Fire, \$2,227,615; Niagara, N. Y., Fire, \$1,735,250; Phoenix Assurance, London, Fire, \$5,364,504; Amazon, Cincinnati, Fire, \$550,732; Mutual, New York, Life, \$94,702,957; Travelers, Hartford, Life and Accident, \$6,114,502; Marine Companies, Marine, \$4,043,055. These companies represent an aggregate capital of \$192,946,313.

**JEDEDIAH SPALDING** was born in Canada May 19, 1826; his parents were from Vermont; they moved to New York the same year. In his twelfth year, the family embarked at Buffalo for Michigan on the new and then considered fast-sailing steamer *Constellation*. They arrived at the mouth of Detroit River the third day, and at Port Huron the morning of the fifth day (17th of May), and are classed among the early settlers here. Under the instructions of his father, an industrious and skillful stone cutter, mason and builder, he became an expert at the same business, and at the age of seventeen went into business for himself. In thirty years' experience as contractor and builder, he built not only the larger portion of public, private and business buildings in his own city, but spent eighteen years of the thirty in other portions of Michigan and other states, operating as far north as Marquette, L. S., and west to Omaha, Neb. He has also been engaged in the manufacturing of lime for many years; burnt lime forty years ago on the same yard he now occupies, where the Monitor Lime Kiln now stands. He has also had five years' experience in lumbering, manufacturing lumber, and delivering on the rail of vessels, also twelve years' experience in the ownership and shore management of vessel property. He never sought office, but when office sought and elected him, he discharged the duties faithfully and satisfactorily, and, like others engaged in industrial pursuits, he paid but little attention to politics until within the past few years, in which he has taken an active part in the Greenback movement, and is well known as the Adjutant of the Greenback forces in the Seventh Congressional District. Mr. Spalding was married March 10, 1846, to Sallie Ann, daughter of Jeremiah Harrington, a pioneer of the Daniel Boone stamp, who was one of the first white men to come among the hostile Indians of this section sixty-five years ago. Mrs. Jeremiah Harrington is now eighty-eight years of age, and lives with her daughter and son-in-law, Mr. and Mrs. Spalding, and is yet hale and hearty. Six children have been intrusted to the parental care of Mr. and Mrs. Spalding, under whose care and guidance they grew up to vigorous womanhood and manhood: Lyman A. Spalding, inventor of Spalding's system of ventilation (adopted and to be used in the Chicago Board of Trade building), now a resident of that city; Angelina, now Mrs. E. R. Wheeler, of Port Huron; Jennie, now Mrs. Dr. Freund, of Lake Superior; Annie, wife of George Bent, a civil engineer of Boston, Mass.; Elizabeth, wife of Charles Palmer, Jr., civil and copper mining engineer, operating in the Upper Peninsula, L. S.; and Jeddie J., an expert perspective draughtsman, now engaged in the office of E. E. Myers, a leading architect of Detroit, Mich.

**FRED E. STARKWEATHER**, of the firm of F. E. Starkweather & Co., dealers in hardware and house furnishing goods, is a native of Michigan, and was born in the town of Charlotte, Eaton County, February 3, 1859. He attended school there and finished his education at Olivet College. In 1875, he came to Port Huron, and was in the office of A. N. Moffat two years. In 1877, he went to Chicago, and was there two years in a wholesale hardware house. He then returned to Port Huron, and entered the hardware store of Samuel Boyce, and remained there between three and four years—until the present year—when he established his present business on the corner of Huron avenue and Butler street. Mr. Starkweather was married March 25, 1880, to Miss Minnie E. Curtis, a native of this city. They have one daughter—Edith May.

**D. J. STEPHENSON**, manager of the Huron House, is a native of Canada, and was born July 16, 1859. During his early boyhood he came to Detroit, and entered the Michigan Exchange Hotel in 1871, and was



connected with that house nine years, and for eighteen months was engaged in the cigar business. In June, 1882, when the Huron House was opened, after being refitted and refurbished, he accepted the position of manager, and under his management the house has become one of the leading hotels of the State. Mr. Stephenson was united in marriage July 28, 1881, to Miss Evelyn V. Mason, of the city of Detroit. They have one daughter—Zada M.

**ELLIOTT G. STEVENSON**, attorney at law, is a native of Canada, and was born in the county of Middlesex May 18, 1856. He received his literary education there; came to Port Huron in 1869, and entered the law office of Atkinson Brothers, where he studied his profession, and was admitted to the bar in 1874. After his admission, he was associated with Atkinson Brothers until the fall of 1876, when O'Brien J. Atkinson retired from the firm on account of ill health, and Mr. Stevenson was associated with William F. Atkinson until May, 1877. They then dissolved, and Mr. Stevenson again formed a copartnership with O'Brien J. Atkinson, and since then they have been associated together in the practice of law, and this firm is one of the most prominent in the profession in this section of the State. In 1878, Mr. Stevenson was elected Prosecuting Attorney, overcoming a large opposition majority, and held that office two years. He now holds the office of City Attorney. He was united in marriage to Miss Emma Mitts, of Port Huron, December 29, 1879. They have two children—George Elliott and Rae.

**HARMON L. STEVENS**, is a native of New York State, and was born in Genesee County. He came to Michigan in 1843, and settled at Romeo, where he engaged in the general mercantile business with Mr. Mallory, the firm being Stevens & Mallory, and afterward H. L. Stevens. Three years later he came to Port Huron, and arrived here November 30, 1846, and engaged in the grocery and provision trade. He carried on the business about fifteen years. In April, 1849, he was elected Justice of the Peace, and since then, for a period of one-third of a century, he has held that office. He was a member of the Board of Supervisors continuously for about twenty years, and also a member of the School Board for many years. There are few citizens of Port Huron who have been more actively identified with its interests in an official way than Mr. Stevens. He is emphatically a self-made man, and after he was ten years of age, never had but 25 cents but what he earned himself. His mother died during his infancy, and his father broke up when he was only eleven years of age. He learned a trade and received \$25 the first year, \$30 the second year and \$35 the third year. His success in life is the result of his own efforts. Mr. Stevens married Miss Maria L. Mitchell, of Genesee County, N. Y., May 4, 1841. They have one son, Herman W., now Judge of the Circuit Court, and two daughters. Mary E. died December 23, 1881; Rose M. died September 9, 1884.

**HERMAN W. STEVENS**, Judge of the Circuit Court, is a native of Michigan, and was born in Romeo, Macomb County, November 4, 1844. His parents came to Port Huron in 1846, and he grew up and attended school here, and then entered the State University at Ann Arbor, and graduated in the class of 1866. He studied law and graduated from the law department of the State University in 1868. He engaged in the practice of his profession here and continued until April, 1881, when he was elected Judge of the Circuit for six years. He held the office of City Attorney, and for four years served as Circuit Court Commissioner. Judge Stevens was united in marriage to Miss Lizzie Bishop, a native of Flint, Mich. They have four children—Mary, Rose, Leroy, Walter.

**CAPT. HUGH STEVENSON**, is a native of London, Canada, and was born September 23, 1852. He began sailing when only fourteen years of age on the schooner Moselle, and since then, for the past sixteen years, has been in the marine service, and has sailed Captain of the Kate Moffatt, and now has command of the Sweepstakes. Capt. Stevenson married Miss Mary B. McArron, of this city, November 4, 1879. They have one daughter, Julia Adelia.

**ALEXANDER STEWART**, of the Wolverine Dry Dock, is a native of Greenock, Scotland, and was born September 21, 1837. His parents came to the United States in 1846. He learned his trade in Ogdensburg, N. Y., and came here in 1857, and was foreman Grand Trunk Ferry. In 1860, they established their present business, and built the ferry boat Larina, and since then has carried on the business here, and have built at their dock thirty seven propellers, vessels, tugs and ferry boats, and have done a leading business in ship building here. Mr. Stewart was united in marriage, November 21, 1862, to Miss Lucy Payne, a native of Scotland. They have two children, one son, James, one daughter, Mary.

**CHARLES F. STEWART**, of the Wolverine Dry Dock, is a native of St. Clair County, and was born in Port Huron July 15, 1854. He is a son of the late William Stewart, one of the early settlers, and a prominent business man. He grew up and attended school here, and spent two years in school in Detroit, taking a commercial course. He entered his father's hardware store, and remained there seven years. Since 1880, has been connected with the Wolverine Dry Dock, engaged in ship-building. He was united in marriage, November 2, 1875, to Miss Frank M. Moffat, a native of this city, and daughter of Capt. James Moffat. They have two children—William James and Cecil Fay.

**WILLIAM STEWART**, deceased, was born in Ernestown, County of Frontenac, Canada, April 30, 1827. He received a common school education, and learned the trade of tinsmith, in Kingston. After completing his trade he came to Port Huron, arriving here in 1847 with a \$2.50 gold piece and an indomitable will as his sole capital, and commenced business. He entered into partnership with David McCall; this only lasted one year. He afterward formed a partnership with John Miller, which only lasted one year. In 1863, he built the store now occupied by Carleton, Stewart & Co., which was then the finest and largest hardware store in Michigan, into which he removed his stock. January 1, 1867, he associated with himself as partners, Peter B. Sanborn and Ezra C. Carleton, and for ten years the firm was known as William Stewart & Co. He then retired from active participation in business, but remained a special partner in the firm of Sanborn, Carleton & Co. During his active business life he was an efficient member of the Volunteer Fire Brigade. He was known as an active, aggressive, successful business man. He was a generous-hearted man, who never turned the poor or hungry away from his door, and seldom refused to contribute of his wealth to any charitable object. He was emphatically a self-made man, and possessed a wonderful sagacity in business mat-

ters. At the time of his death he was largely interested in the Port Huron Railroad Company, and also a member of the Wolverine Dry Dock Company. Starting as a young man with limited capital, he soon built up a profitable and successful trade, and through all the vicissitudes of business life since that time has passed unscathed, always paying dollar for dollar without borrowing or extension. During the panic of 1857, which ruined thousands of business men throughout the country, he was able to meet every obligation promptly at maturity. Having such an enviable record, he was well and favorably known throughout this section of the State. In public enterprises he was always at the front, advocating all expenditures necessary to build up and improve the city. The only public office that he accepted was a member of the Board of Estimates. Mr. Stewart was united in marriage August 25, 1853, to Miss Mary J. Follensbee, only living child of Joseph F. and Lucy D. Follensbee, who came to St. Clair County in 1831, and were among the early settlers here. Mr. Stewart's death occurred February 3, 1881. His wife and three children survive him—Charles F., William E., Mrs. Geo. H. Crane, Mt. Clemens.

**WILLIAM E. STEWART**, of the firm of Carleton, Stewart & Co., hardware dealers, is a son of the late William Stewart, Esq., an old settler, and founder of the present business house of Carleton, Stewart & Co. He is a native of St. Clair County, and was born in Port Huron February 7, 1859. He attended school here, completing his education at Racine, Wis., and then entered his father's store. He became a partner in the business and member of the firm of Carleton, Stewart & Co. September 13, 1881. Mr. Stewart was united in marriage January 26, 1882, to Miss Annie M. Golda, of this city.

**CAPT. W. W. STEWART**, master of the W. W. Stewart, is a native of St. Clair County, and was born on "Harsen's Island," Clay Township, July 20, 1847. He is a son of John H. and Maria Harsen Stewart. Francis Harsen, the grandfather of Capt. Stewart, was the interpreter for the French and Indians during the war, and Harsen's Island was given him and has always had his name. Capt. Stewart began sailing when sixteen years of age, on the schooner Emma. He sailed on the barque Board of Trade, the H. C. Winslow, the City of the Straits, the R. C. Crawford, and sailed mate of the Sweepstakes. He then sailed as Captain of the Kate Moffatt three years and the John Martin. Was with the Grand Trunk Ferry Line, and for two years was with the ferry line of Runnels & Moffatt, and since then has sailed as master and is part owner of the barge W. W. Stewart. He has been in the marine service over twenty years. Capt. Stewart married Miss Kittie Chouls September 16, 1873. She is a native of the city of Detroit.

**C. B. STOCKWELL**, physician and surgeon, is a native of the State of Pennsylvania, and was born in the town of Friendsville May 5, 1851. His parents came to Port Huron the same year. His father, Dr. C. M. Stockwell, has for many years been one of the leading physicians in this section of the State. The boyhood of Dr. Stockwell was spent in Port Huron. After attending school here he entered Olivet College, and graduated in 1873. For two years he taught in the schools here. He then entered the Harvard Medical School, taking a three years' course, and graduated in 1878. He afterward took a post graduate course, and since then has been successfully engaged in the practice of medicine here. He was chosen Secretary of the St. Clair, Sanilac and Lapeer County Medical Societies. Dr. Stockwell has given much attention to the study and cultivation of music, and for the past three years has been musical director of the Port Huron Musical Society.

**C. M. STOCKWELL**, M. D., born in Colesville, Broome Co., N. Y., June 20, 1823. Educated at Oxford Academy, following which he taught at different times in Delaware and Pennsylvania. Studied medicine in Binghamton, N. Y., graduating from Berkshire Medical College, Pittsfield, Mass., in 1850. After practicing one year in Pennsylvania; removed to Port Huron, Mich., in 1851, where he has since resided. At that early day, he found his chosen profession one entailing considerable hardship and exposure, as he was frequently required to ride forty and even sixty miles. Dr. Stockwell is now the oldest practitioner in the county, and still actively engaged. He is well identified with the profession of the State, has twice been the President of the State Medical Society, several times the executive of the Northeastern Medical and Scientific Association, and likewise a Regent of the State University for some years—1864 to 1871. With the outbreak of the civil war he was voluntarily tendered a commission by Gov. Blair, and succeeded to the Surgeoncy of the Twenty-seventh Infantry; subsequently was Acting Assistant Surgeon at Fort Gratiot, and is now United States Pension Surgeon, a position he has filled for twenty years. He was married at Bainbridge, N. Y., October 21, 1845, to Miss Clarissa C. Stockwell, a native of that village, the union being crowned by five children, of whom the following are living: G. A., Charlie B., both physicians, and the latter associated with his father; Clara V. and Martha E.

**CHARLES E. STUART**, proprietor of Stuart House, is a native of Scotland, and was born April 20, 1833. He came to Canada in 1853, and lived there until 1866, when he came to Michigan. He came to Port Huron in 1873, and since then, for the past nine years, has been engaged in the hotel business, and since 1879 has been in his present location. He owns this hotel, and also owns a farm in Sanilac County. In 1859, he married Miss Margaret Cheeseman, of St. Catharines, Canada. They have eight children—William A., Thomas J., Cordelia A., Ellen J., Charles E., Collin H., Edith R. and Maud M.

**ELI SWARTOUT**, Assistant Engineer of City Water Works, is a native of St. Clair County, and was born April 22, 1838, in the village of Algonac. After reaching manhood he began sailing, and for twenty-two years was Chief Engineer on the great Northwestern lakes and rivers. In 1880, he was appointed Assistant Engineer of the City Water Works, and since then has held that position. He is one of the oldest native-born citizens of St. Clair County now living here. He was united in marriage December 18, 1867, to Miss Katie A. Traphagan, of Oakland County, Mich., who was born August 31, 1847. They have two sons—Edgar J., born June 26, 1869, and William C., born November 18, 1878.

**N. B. SWEET**, carpenter and builder, is a native of Canada, and was born June 12, 1847. He grew up and learned his trade there, and came to Port Huron in 1869, and began working at the furniture trade. He afterward engaged in the business, and carried it on for some years. He then engaged in building. In 1871, he married Miss Eliza Holt, a native of Canada. They have three children—Irwin E., Lillie B. and Myrtle B.



CHARLES F. TAYLOR, dealer in hardware, stoves and tinware, is a native of New York State, and was born in Erie County September 17, 1849. He was brought up and received his education in that State. He then entered a store in the city of Buffalo, and was connected with the hardware business there for eight years. He came to Port Huron in 1880 and established his present business, and is building up a large and successful trade. Mr. Taylor married Miss Carrie Lapey, from Niagara Falls, N. Y. They have one daughter—Winifred.

GEORGE TEBO, Captain of the steamer Saginaw, is a native of Port Huron, and was born in 1845; when sixteen years of age, he began sailing on the lakes. One year after, he enlisted, March 11, 1862, in the First Regiment Michigan Sharpshooters, under Col. DeLand, and served three years; after his return from the service, he went on the lakes, and since then has been in the marine service. He was master of the propeller Neptune three years, and master of propeller Elmira one season; then bought an interest in a ferry-boat and ran it between one and two years, when it burned; he is now sailing the second year as master of the Saginaw. Capt. Tebo married Miss Adele Paille, of this city, September 20, 1866; they have two children—Albert A. and Freddie G.

E. THOMPSON, retired, is a native of Seneca County, N. Y., and was born March 4, 1813; when seven-teen years of age, he went to Ballston Springs, and learned the trade of tanner and currier. In March, 1836, he came West to Detroit for the purpose of looking for land for himself, Thomas Alcott, Cashier of Albany Bank, Gov. Marcy, of New York, and others; two years later he came to St. Clair County, in 1838, and engaged in the tanning business at Wadhams. In the spring of 1843, his tannery was burned, and a few months later he came to Port Huron, and bought fifty acres of land, finely located on St. Clair River, where he now lives, then away out of town, but now within the city limits, and started a tannery, and successfully carried on the tanning business until 1870, when his business was again destroyed by fire. He afterward engaged in the furniture business, and established a good trade. His son William succeeded to the business during the present year. He has been prominently identified with the Congregational Church since its organization. In 1841, he was united in marriage to Mrs. Jane M. Greenfield, formerly Miss Jane Bettys, a native of Saratoga County, N. Y. She came to Port Huron in 1834, and located on the same place where they now live, and has lived there forty-nine years. They have six children, five sons and one daughter—Charles, living in Alpena; William, engaged in furniture business here; Montgomery, Chicago; George Hoyt; Ella, now Mrs. W. E. Rodgers, of Alpena. Mrs. Thompson has one daughter, Frances Greenfield, now Mrs. A. C. Sloan, of this city; Horace Greenfield, living in Lee County, Ill.

WILLIAM THOMPSON, furniture dealer, is a native of St. Clair County, Mich., and was born in Port Huron September 5, 1845, and grew up and received his education here. During the war, he enlisted and served in the Third Regiment Michigan Volunteer Infantry. After his return from the service, he went to Northern Illinois and located at Dixon, and afterward at Warren; was also engaged in lumber, grain and stock business in Iowa. In March, 1882, he engaged in his present business, which was established by his father in 1875. He carries a large stock of furniture, and has the leading trade. Mr. Thompson was united in marriage January 1, 1874, to Miss Evelyn Platt, daughter of Judge Platt, of Warren, Jo Daviess Co., Ill., an old settler and an honored citizen of that county; Mr. and Mrs. Thompson have two children—Nathan Platt and Edith Evelyn.

J. W. THOMSON, Agent of the Lake Superior Transit Company, was born in Scotland April 6, 1817. He emigrated to this country in 1841. He came here in the spring of 1852, and was purser and clerk of the steamer Ruby. At that time, there was no means of communication with the outer world, only by the steamers Ruby and Pearl, except by stage. In 1854 and 1855, these boats were replaced by two large boats, the Forester and the Forest Queen. Mr. Thomson was connected with the boats until 1858. Was appointed agent of the Ward Line, and held that position until 1869, and then went to Detroit, and was appointed agent there of the Lake Superior Steamboat Company. He returned to Port Huron and took the agency here of the Lake Superior Transit Company, and is also agent for the Union Steamboat Company, the Western Transportation Company, and the Saginaw Transportation Company, and transacts a large business. Mr. Thompson held the office of Deputy Collector of Customs here during President Lincoln's administration, and a part of Johnson's, and is now a member of the Board of Education.

HARRY TRAVER, of the firm of E. G. Spalding & Co., insurance agents, is a native of Rochester, N. Y., and was born December 24, 1845. His parents came West to Michigan in 1847, and he grew up and received his education in this State. During the war, he enlisted as private in Company G, Third Regiment Michigan Infantry; promoted to Second and First Lieutenant, acting as Adjutant when regiment came home. After the close of the war, he came to Port Huron, and was appointed by Col. Atkinson to a position in the Custom House, and remained there eleven years, when he resigned and associated with E. G. Spalding in insurance. He has the active management of the business, and their agency includes all of the oldest and best fire, marine and life companies. Mr. Traver was united in marriage December 14, 1868, to Miss Marie Louise Crellin, of Port Huron; they have had two children, neither of whom survive.

PETER S. TRESE, of the firm of Trese & Smith, dealers in fresh and salted meats, is a native of Canada; was born October 30, 1852; during his boyhood, he worked on a farm, and during the winters worked at lumbering; he came to Port Huron in 1879, and was in his brother's market, where he learned his business; he recently engaged in business with his present partner, and they are having a good trade.

PHILO TRUESDELL, proprietor of the Port Huron Marble Works, is a native of Indiana, and was born May 27, 1853. In early boyhood removed to Canada, and grew up there and in New York State. He came to Michigan, and was connected with the hardware and agricultural implement business for eight years at Howell, Livingston Co. He came to Port Huron in 1877, and learned his present business, and in 1880 engaged in business for himself. He deals in all kinds of marble and granite and slate and marble mantels and grates, and cut building stone; employs ten men, and has built up a good trade in this section of the State. Mr. Truesdell was united in marriage July 17, 1873, to Miss Helen M. Axtell, from Howell, Livingston Co., Mich. They have two children—Nina A. and Walter R.



**GEORGE E. TWISS**, Deputy Collector of Customs, is a native of Ireland, and was born in 1837. His parents came to Port Huron in 1818, and he grew up and attended school here. In 1870 he was appointed Deputy Collector of Customs, and since then for the past twelve years has held that position. In December, 1863, he was united in marriage to Miss Kittie M. Taylor, from Mount Clemens, Oakland County, Mich.

**JOHN W. TWISS**, auctioneer and dealer in clothing, notions, fancy goods and jewelry, is a native of Ireland, and was born in 1840. His parents came to the United States in 1845, and came to Port Huron in 1848. His father engaged in business here and continued in trade until his death, which occurred in August of the present year. John W. entered his father's store during boyhood, and has been engaged in business for the past twenty years. He is an auctioneer, and buys stocks of goods, and sells at auction, and has a good trade. In 1870, he married Miss Adelaide King, a native of Ireland. They have six children—Lilly, Edward, Willie, May, Addie, Pearl.

**OSWALD UNGER**, manufacturer and dealer in guns, pistols and fishing tackle, was born in Saxony, Germany, April 23, 1830; grew up and learned his trade there; emigrated to America May 16, 1854, and came to Michigan. Reached Port Huron July 5, 1856; began working at his trade, and since then for the past twenty-six years has carried on the business here. He married Miss Mary Wolfe, from Prussia, June 29, 1856, in Milwaukee. They have six children—Louise, Julia, Anna, Herman, Otto and Mary; have lost three children—Adolf, Henry and Oscar. He belongs to the Order of Knights of Pythias and the German Aid Society.

**REV. FATHIER E. VAN LAUWE**, pastor, is a native of Belgium, and was born in the city of Ghent, October 13, 1836. His early education in Latin was received at the college of St. Barbe, Ghent, under direction of the Jesuit Fathers. In 1858, having decided to enter the ministry in the United States, he entered the American college of Louvain, devoted himself to the study of the English language, and pursued his philosophical and theological studies in the famous University of Louvain; was ordained priest by His Eminence Cardinal Sterks, of Malines, Belgium, July 26, 1862, and the same year received his diploma as Baccalaureus in theology from the hand of Monseigneur de Ram, then Rector Magnificus of the University. In September of the same year, he started for America and arrived in Detroit November 22, 1862, and was first assigned to the cathedral in that city; after one year, commenced a new mission in Lenawee County, where he resided in Clinton, and organized three other missions there, and built and completed churches there. He came to Port Huron March 13, 1867, and since then has had charge of his present pastorate.

**MRS. WILLIAM H. VARNEY**, whose maiden name was Miss Mary E. Hoffman, is a native of Saratoga County, N. Y. Her father, Thomas J. Hoffman, was a native of Dutchess County, N. Y., and her mother, Fannie J. Hoffman, was a native of Saratoga County, the same State. They were brought up there and married in Saratoga County. Mr. Hoffman engaged in lumbering at the foot of the Adirondacks; established saw mills and operated them, and carried on an extensive business for many years. He became financially embarrassed and was obliged to suspend; after his failure he removed to western part of the State; while living there, the death of his wife occurred at Port Byron. She was a devoted wife and mother, a devout Christian woman, beloved by all who knew her. Mrs. Varney received her education in New York State, at Syracuse. She came to Port Huron with her brother, Wesley L., in 1855; her elder brother, John M., having preceded them here several years previous. She came to engage in teaching, and was connected with the schools here four years and a half; then went East to accept a position in the Adams School, in the city of Boston, and held that position two years and a half; and was then united in marriage January 1, 1862, to William H. Varney, a native of Wolfboro, N. H. He went to Boston during his early boyhood; received his education there and studied naval architecture, taking a four years course, after completing his profession. He was appointed Assistant Naval Architect, in the Government service in 1869, and was afterward promoted to the position of Naval Architect, and now holds that position at the Norfolk Navy Yard, Va.; while in the South, at Pensacola, he was superintendent of the naval reserved timber lands. Mr. Varney has published a standard work on naval ship-building. Mr. and Mrs. Varney have one son—William W., now entering college.

**GEORGE P. VOORHEIS**, attorney at law, is a native of Oakland County, Mich., and was born August 20, 1848. He received his education in this State, and graduated in classical course at the State University in 1872. Studied law and graduated in the law department in 1874. After completing his law studies, went to Lansing and was Clerk for Hon. Isaac Marston, Attorney General of the State, and now on the Supreme bench. He was Clerk of the Judiciary Committee, Legislature in 1873, and during the extra session of 1874. Mr. Voorheis came to Port Huron the following year, and was associated with A. E. Chadwick in the practice of law until October, 1877. In November, 1877, he associated with Frank Whipple, and they were together until April, 1881, and since then Mr. Voorheis has been alone in the practice of his profession. He received his nomination for Prosecuting Attorney of the county at the recent Republican convention. Mr. Voorheis was united in marriage May 14, 1874, to Miss Anna Burton Boyce, of Ypsilanti, Mich. They graduated together at the Union School at that city, in 1868. They have four children—Ethel A., George B., Priscilla Ray and Paul D.

**J. R. WADSWORTH**, Superintendent Port Huron & Northwestern Narrow Gauge Railroad, is a native of Westmoreland County, Penn., and was born February 13, 1843. When only sixteen years of age, he entered the employ of the Pennsylvania Railroad; when the war broke out he enlisted and served nine months in the One Hundred and Sixty-eighth Pennsylvania Regiment Volunteer Infantry, and afterward re-enlisted for three years and served in the Eleventh Pennsylvania Regiment Volunteer Infantry, and served until the battle of the Wilderness, where he was wounded; upon his return from the service, he resumed his position with the railroad again, and remained with that company fourteen years; then resigned and took charge of the freight business of narrow gauge railroad in Pennsylvania, and occupied that position five years, and on July 1, 1880, was appointed Superintendent of the Port Huron & Northwestern Railroad, and since then has held that position. While living in Pennsylvania he held town offices, and was a member of the School Board for many years. Mr. Wadsworth was united in marriage to Miss Mary J. Fowler, a native of Pennsylvania, Septem-

ber 13, 1866. They have six children—three sons—Harry W., Hall McL. and Frank O., and three daughters—Nellie Grace, Blanche May, Nettie.

ELI R. WHEELER, of the firm of Henry Howard & Co., manufacturers and dealers in lumber, is a native of the State of Maine, and was born April 27, 1845. He attended school in that State, and lived there until 1864; then went to the State of Pennsylvania, and the following year, in April, came to Port Huron; entered the employ of his uncle, L. B. Wheeler, inspecting timber, and remained with him nine years; then engaged in the same business on his own account. In 1877, he removed to Bay City, and for four years was extensively engaged at East Tawas in Shipping lumber. In January of the present year, he returned to Port Huron and became a member of the firm of Henry Howard & Co., manufacturers of lumber. Mr. Wheeler has had a large practical experience in inspecting timber. There are few men in the business better known in the Saginaw Valley and to the lumber trade in Detroit, Toledo, Cleveland and Buffalo. He is frequently called upon to arbitrate differences and is recognized as authority in all matters pertaining to the inspection of logs and timber. Mr. Wheeler was united in marriage in 1870 to Miss Angie Spalding, a native of Port Huron. Her parents are among the oldest settlers now living here. Mr. and Mrs. Wheeler have three sons—Clement C., Edwin B., Rolla.

M. WALKER, hydraulic engineer, is a native of Canada, and was born July 5, 1835. His parents were natives of Vermont. They came here during his boyhood. He entered a machine shop to learn the machinist's trade, and afterward engaged in building steam engines and setting up machinery in saw mills and bridge building. In 1857, he engaged in the jewelry trade, and carried on the leading business here for over twenty years, and during this time was engaged in building machinery. He has given the study of hydraulics a great deal of time and attention. In 1873, he built the water works for the city of Port Huron, and for the past six years has served as member of the Board of Water Commissioners, and had charge of the Volunteer Fire Department for ten years. Three years ago, he invented Walker's System of Water Works, and for the past three years has built and put them in fourteen towns and villages. In 1859, he married Miss Mary E. Innes, a native of Wayne County, Mich. They have two children—one son, Herbert A., now living in Denver, Colo., and one daughter, Alma D., at home.

JOSEPH WALKER, Superintendent of Port Huron Gas Works, is a native of Ireland, and was born February 4, 1841. He emigrated to this country in 1856, and went to Missouri, and learned his business in St. Louis. He has had a large experience in manufacturing and managing gas works. He was Superintendent of gas works at Shreveport, La., three years. He came to Port Huron in 1872, and since then, for the past ten years, has had charge of the works here. He has served as member of the Board of Health, and has been a member of the Board of Water Commissioners for the past six years. Mr. Walker married Miss Mary Wright, of Minneapolis, Minn.

L. W. WALLACE, dealer in clothing, hats, caps and gents' furnishing goods, is a native of Scotland, and was born January 12, 1842. After reaching manhood, he came to the United States in 1864, and two years later came to Port Huron and engaged in his present business. He has built up a good trade, dealing in clothing, hats and caps, and gents' furnishing goods. He was united in marriage to Miss Christine Bunting, of Niagara, September 5, 1872. They have one daughter—Grace Bunting Wallace.

WILLIAM WANLESS, foreman of the Chicago & Grand Trunk Railroad Shops, is a native of Canada, and was born in Montreal September 28, 1835. He learned his trade there. After reaching manhood, he went to Chicago in 1857, and worked in the car shops of the Chicago & Galena Railroad two years. He then went South to Memphis, and worked in the shops of the Memphis & Charlestown Railroad until the war broke out; then came North. In 1862, he came to Port Huron, and since 1876 has been in the car shops of the Chicago & Grand Trunk Railroad, and for the past three years has held his present position of foreman. He has served as member of the City Council, and was elected Ward Collector. In 1867, he married Miss Eliza Gain, of London, Ontario, Canada. They have two children—George and Susie.

C. A. WARD, President of the Commercial Bank, is a native of Battle Creek, Mich., and was born October 11, 1849. He attended school there and then entered Racine College, where he completed his education. After reaching manhood, he engaged in the grain trade at Battle Creek. He came to Port Huron in 1877, and built the Grand Trunk elevator, and was engaged in the grain and elevator business until October, 1881. Upon the organization of the Commercial Bank he was elected President, and since then has held that position. Mr. Ward was united in marriage to Miss Belle Hinman, of Battle Creek, Mich., October 15, 1875. They have one daughter—Anabel.

OWEN WARD, farmer, Section 30, P. O. Marysville, is a native of Ireland, and was born August 1, 1827, and emigrated to the United States in 1854, and came to this county the same year and worked in the saw-mill. Was in the employ of Judge Bunce seven years. In 1862, he bought land and made a farm, and since then has been engaged in farming. He owns a good farm of sixty acres. In 1852, he married Miss Ann Masterson, a native of Ireland; they have four children—John Francis, Catharine, Mary, Peter. Mr. Ward has given his children good educational advantages. His daughters are both engaged in teaching, and his youngest son is now attending school, and all of them are given to studying.

WILLIAM WASTELL, druggist, is a native of England, and was born in the city of London May 21, 1830; his father, Rev. William P. Wastell, is a Congregational minister. William came to Port Huron in 1854, and for one year was in the employ of W. H. B. Dowling. He afterward associated with Dr. C. M. Stockwell, and engaged in the drug business, and afterward bought the interest of Dr. Stockwell, and since then has successfully carried on the business in his present location. It is the first exclusive drug business established in Port Huron. Mr. Wastell was one of the incorporators of the street railroad, and is the only one now living. He has never been an office seeker, but has been actively identified with the interests of the city. Mr. Wastell was united in marriage to Miss Eliza Gillett, of this city, and a native of Vermont, they have two sons—John G. and Frederick William.



**JOSHUA L. WELLMAN**, carpenter and joiner, is a native of Oakland County, Mich., and was born May 28, 1826; he grew up there and in Canada, and learned his trade over there. Came to Port Huron in 1863, and since then has been engaged in building. His father and grandfather were both early settlers in this State. While living in Canada, he held the office of Deputy Sheriff, and Bailiff of the Division Courts, and was commissioned Lieutenant of the militia. In 1849, he married Miss Martha Tuck, a native of England; they have four children—Clara, Eliza Jane, Mary and Fannie.

**FREDERICK LUDLOW WELLS** was born in Stamford, Dutchess Co., N. Y., March 24, 1833. He was the only son of John and Jane Wells, and came with his parents and two sisters to Port Huron when he was five years old, and it has been his home ever since. Being of a somewhat delicate constitution, he was never kept closely confined in schools or business while growing. Good tutors were employed, however, and he received more than a common school education. He had a taste for higher mathematics and the languages, and no pains or expense were spared to give him and his sisters that which could be obtained without sending them away from home. As he grew old enough, he assisted in his father's store, and at nineteen had charge of the books in Fish's store. When twenty-one, his father built a mill, and took him into business with him, and that has been Mr. Wells' legitimate occupation since, although he has always been more or less interested in vessel matters, carrying that business on entirely on his own responsibility. By his indomitable energy, rare business qualifications, and, above all, by his pure integrity, he early commanded the entire respect and confidence of the community, and won a reputation which neither time nor adverse circumstances have detracted from, one whit. In politics, he has always been a staunch and active Republican, and, for many years, in spite of dislike for notoriety, he was fairly forced to the front, and has filled a good many official positions. In 1855 and again in 1857, he was elected to the office of Village Recorder. In 1859 and the two following years, he held the office of City Clerk. He was Chief Engineer of the Fire Department. In 1862 and in 1863 was chosen Mayor of the city—a very trying and difficult position to fill, as it was during the heat of the war, and the time when it was necessary to draft soldiers. He also held the office of Alderman for three terms of two years each—so that he was city officer for thirteen years. In 1870, Mr. Wells was elected to represent the Second District of St. Clair County in the State Legislature. In 1872 and again in 1874, he was elected State Senator, which offices he filled with marked ability, and to the entire satisfaction of his constituents. He was a member of the Standing Committees of the Senate—Lumber Interests, Asylum for Deaf and Dumb and Blind, and State Capitol and Public Buildings, being chairman of the first-named during his first term in the Senate. In his second, he was Chairman of the Committee on Railroads, and of the Asylum for Deaf, Dumb and Blind, and a member of other important committees. He performed his duties there as elsewhere, carefully, judiciously and faithfully, without fear or favor. Mr. Wells has also, since old enough, taken great interest in Freemasonry, having there, also, held many important offices, and taken all the degrees to the S. P. R. S., thirty second degree of the A. & A. Scottish Rite. He was Worshipful Master of Port Huron Lodge, No. 58, for five years, High Priest of Huron Chapter Royal Arch Masons for two years, and Eminent Commander of the Port Huron Commandery of Knights Templar eight years. Positively declining to hold the position any longer, and receiving upon his retirement a most superb Eminent Commander's jewel, "As a token of the respect and affection of his brother Sir Knights, and a pledge of their appreciation of his fair and faithful discharge of the duties appertaining to the office he had held so long, and from which they were sorry to lose him." In 1877, he was appointed Deputy Collector of Customs of this district, which office he still holds. In 1878, he and a few of the enterprising townsmen conceived and proceeded to carry forward the scheme of building a narrow gauge railroad up into the district lying between Lake Huron and Saginaw Bay, or what is called "the thumb of the mitten," the ultimate result of which scheme is the operating of that road from Port Huron to Sand Beach, and another from Port Huron to East Saginaw across the turn of the thumb, and still another branch in construction from a little below Sand Beach to Port Austin, the extreme end of the thumb, and yet another short road from Port Huron southwest to Almont, the Saginaw Division and the Sand Beach Division with the Port Austin Branch known as the Port Huron & Northwestern, and the Almont road as the Port Huron & Southwestern, all since consolidated into one company, the Port Huron & Northwestern Railway Company, with 218 miles of track. Mr. Wells was made at the organization of these enterprises Secretary and Treasurer, which offices he still holds. In addition to all his other business, he has much real estate to look after for his mother and himself. Mr. Wells has always been a public spirited man, ready to do his full share to promote any enterprise which shall benefit the town, and the name of Wells is connected with every step in advance that has been made since Mr. John Wells arrived in the place. Mr. Wells has been since his youth an active and faithful member of Grace Episcopal Church, filling the office of Warden several years, and many years Secretary. He is here, as elsewhere, liberal and thoughtful. On September 20, 1859, Mr. Wells married Miss Hattie I. Hyde, a young lady whose social qualities and fine educational attainments and accomplishments eminently qualified for the position she was called upon to fill—that of wife to one who was so often in prominent places. He built soon after his marriage a fine residence near his father's, which he and his wife still occupy. No children came to bless their home, but they have been kind and helpful to many, and have one adopted daughter, a niece of Mrs. Wells. Their home, with its ample grounds well kept, is one of the most attractive in the city, and its reputation for cheerfulness and hospitality is not excelled anywhere.

**JOHN WELLS** was born in New Milford, Conn., June 19, 1799. He was the son of Phillip and Elizabeth Tomlinson Wells, and the youngest of nine children. When John was twelve years old, the family moved to Litchfield, Conn. The father was a clothier, and sufficiently successful to enable him to bring up his family in all comfort, and to give his children such education as the schools of the village afforded. In Litchfield, John attended a school taught by the Rev. Truman Marsh, rector of St. Michael's parish; when still quite a lad John returned to New Milford and entered the store of Capt. Eli Todd, with whom he remained until he was twenty-one. He then went to Augusta, Ga., in company with Hosea Webster and his wife, Mr. Wells traveling on horseback and Mr. Webster in his carriage, the two gentlemen exchanging seats



occasionally for a post. Southern life and ways did not suit Mr. Wells, however, and after a year he returned North, and lived in New York City, conducting the dry goods business on his own account. After a few years he moved from there to New Paltz, then to Stamford, Dutchess County. While in the latter place, February, 1836, he married Jane Vanderburgh, of Bedford, in same county. She was the eldest daughter of a wealthy farmer, and had received all the advantages of a good education and refined society in New York City, and Holland, which was then the center of learning. Mrs. Wells still has the notes she was required to take of the sermons she listened to of the Rev. Lyman Beecher, who was then in his prime. In 1837, Mr. Wells, with friends from Westport, settling at Port Huron, and Chicago at that time, gave about equal promise of becoming great cities. The natural resources of Port Huron, being a little the best, apparently, and that, with the fact that it was not quite so far from the old home, induced him to decide in favor of Port Huron, which he purchased in September, 1838, and where he continued to reside until his death, September 27, 1867. Meanwhile, others had been following Port Huron, off the track of prosperity, and Chicago far more than realized its brightest opportunities, and became a large and important city. Mr. Wells carried on the dry goods business until it was displaced by Custom House Office. He then gave up the store and subsequently built a mill, and devoted his time to lumbering, principally on account of his son, whom he wished to associate with himself in business, and whose health required a more active, out-door life, and this life seemed to suit himself as well. He was very greatly interested in the active lumbering operations of the pine woods and went up to his camp often, going even oftener than his son, during the years that they cut their own logs. He caused the opening of roads through dense forests, for his logging purposes, that have since become public highways with the aid of the State and private donations on either side, and a railroad intersecting them at many points, though this last improvement he did not live to see. His lumbering enterprise was very successful, as his means enabled him to purchase property as that case and plenty attended his family, and a competency was left for his widow and only surviving child, the only son he ever had. Of his character, much might be written: it was strong and positive, yet so well poised as to rarely come into conflict with any one; he believed in living and letting live; he interfered in no one's business, and brooked no interference in his own; he was always cheerful, never bringing his business perplexities or misfortunes into his home; his presence always gave comfort and reassurance to the cheerful bedside, and his children ever welcomed him with delight; he was also a great reader and passed most of his evenings by a bright wood fire, which he loved so well as to sit before it, smoking a pipe, and with his stool in a corner, in the chimney corner, and a light and a good book, he rarely failed to pass a part of every evening in the year. He was also very fond of a good story, and possessed a fund of them from which he drew often, and he told a good story inimitably; he was friendly and genial in his manner, charitable and generous to the needy. In physique he was of middle height with fair skin, blue eyes, rather high cheek bones, a handsome man, and always a man of fine presence. In politics he was a Well. From the early times of the Republican party, took a decided position in its favor. He never cared for office nor ever occupied any but that of Village Trustee, and for quite a number of years attended to the duties of Postmaster, and afterward was Custom House Officer for awhile. We find that the postmaster's duties were as the time as the man, and certainly Mrs. Wells deserves more than a passing mention. Born in 1792, and married in 1836, and surrounded by the most generous and devoted friends, she was able to manage a large family of children, it was no hard thing for her to leave all this and to venture to the West to go up with the pioneers and loneliness, the homesickness and longings that are hardly to be seen here, and she came with her husband and three little children, hardly daring to hope ever to return, for the journey occupied eleven days. Going to Fonda by rail, then by canal to Buffalo, then up the great lake and rivers, and ending at last in a little hamlet with a few scattered houses. There were some pleasant people, however, and she determined to make the best of circumstances and help all she could to improve affairs generally. They rented a house on what is now Military street, near the bridge, to the first year while Mr. Wells continued to live on Black River and built what has ever since been the home. It was the first house built in that direction, and was directly upon an Indian trail which the natives would have given up and many more, and later built Mr. and Mrs. Wells with them, though generally they were disposed to be friendly, unless interfered with. The nearness of Fort Gratiot was a great help in society and many women took to the frontier and among the officers and their families, and they, with the few additional settlers in the village, formed a literary and social society. After a few years the railroad was completed from New York, and Mrs. Wells returned home by this route during the life of her parents, to the dear old home, but having become identified with the growth of Port Huron, and in its relations and social and intellectual progress, she became so strongly attached to it as to never have any desire to permanently return East. They never had but three children—the youngest, Caroline, a bright, lovable girl of eight years, died December 19, 1846. This was such an affliction as nearly to unsettle Mrs. Wells' reason for a time, but she recovered and went bravely on. In 1857, May 21, the eldest child, Mary, married Lieut. W. A. Slaughter, and went, soon after, with him to Washington Territory, where he was ordered to defend the frontier from the Indians. Three years later, he was killed by an Indian while returning from a detour through the country near Fort Steilacoom. Mrs. Slaughter then returned to her father's, where she lived five years. She died January 3, 1862. Mrs. Wells still occupies the old home alone, her son having married and built a home for himself, just across the street, previous to the death of his father.

B. H. WELTON, of the firm of Noble & Welton, fire, life and marine insurance agents, is a native of Geauga County, Ohio, and was born October 1, 1849; grew up and received his education in that State; came to Port Huron in 1870, and engaged in the mercantile trade. The firm of C. C. Welton & Co., then White & Welton; this firm was succeeded by Bostwick & Welton. He was afterward engaged for some years in railroad work, and then returned to Port Huron, and engaged in insurance business, and the firm of Noble & Welton have the leading insurance business here.

F. A. WEYERS, dealer in groceries and provisions, is a native of Germany, and was born October 2, 1830; came to Port Huron in 1855, and the following year came to Port Huron, he established his present busi-

lished trade, and for some years has done the leading business here. He married Miss Emily Stoddard, of New York State, July 22, 1855. They have seven children—Anna M., Juliette, Eleanor, Edith, Josephine, Franklin, Alice; have lost three children, two sons and one daughter.

**JOHN B. WHITE.**

October, 1853, and located in Port Huron and engaged in lumbering, and since then for a period of about thirty years has been connected with that business and real estate interests.

**JOHN A. WHITE.**

years of age, in July, 1836, he came to Port Huron to look after lands which had been purchased by his father the year previous, on the south side of the river. He remained here only a short time, then returned East. He visited the West several times during the next ten years; in 1846, went to Ann Arbor, and three years later, in 1849, came here to reside permanently, giving his attention to the improving of his father's property, and improved some 600 or 800 acres of land, and since then has been identified with the real estate business here. In 1858, he was elected second Mayor of Port Huron; in 1859, was elected Supervisor of the Second Ward, and for the last twenty years has represented that ward in the Board of Supervisors. He was President of the Port Huron & Lake Michigan Railroad from 1865-71, and after its consolidation with the Peninsula Railroad, he was President of the Chicago & Lake Huron Railroad, until it went into the control of the Chicago & Grand Trunk Railroad. In the spring of 1882, he was appointed to his present position—that of City Comptroller. In March, 1883, he was appointed Postmaster at Port Huron. In 1859, Mr. White married Miss A. of Ann Arbor. She died in 1869, leaving three children; in 1871, Mr. White married Mrs. George Millen, formerly Miss Jane Jones, of Ann Arbor. They have one son—Frank J.

**JAEMS H. WHITE** is a native of New York State, and was born in Whitesboro, Oneida County, April 28, 1822. Having received an academic education, he was engaged in business in Utica from 1842 until 1844, when he removed to Ann Arbor, where he carried on mercantile business two years. In 1847, he returned to New York and located at Yonkers, remaining there two years. In 1849, he came to this county, and since then has been a resident of Port Huron, where his business has been farming, real estate dealing, insurance and banking. In 1854, he was elected Sheriff of St. Clair County, and re-elected in 1856; served as Alderman of the city four years; in 1867, he was appointed Special Deputy Collector of Customs for the District of Huron, and resigned in the fall of 1876; in 1878, he was elected one of the Board of Estimates of the city. Mr. White was a member of the House in 1879, and was re-elected in 1881. Mr. White has been actively identified with the interests of the city and county and its material progress and growth for one-third

**FRED WHITE**, business manager of the estate of James W. Sanborn & Co., is a native of the State of Maine, and came to Port Huron in 1853, and for three years was book-keeper for Avery; after a short time, he engaged in lumber business. He entered the employ of James W. Sanborn January 1, 1865, and remained with him as book-keeper until his death, and since then has had the active management of the business of the estate.

**J. M. WHITE**, artistic photographer, is a native of Genesee County, N. Y., and was born May 24, 1837. he grew up and learned his business in that State; worked in Fredonia and Buffalo; opened a gallery at Randolph, and put in the first skylight ever used in that section of the State. He came to Port Huron in 1869 and established his present business, giving special attention to fine work in crayon, water colors and India ink; also does a great deal of viewing along the river and lakes. In 1864, Mr. White married Miss Mary Wheeler, of Randolph, N. Y.; they have two children—Clara and Nellie.

**FRANK WHIPPLE**, attorney at law, is a native of Grafton, Windham Co., Vt., and was born March 7, 1838. When eight years of age, his parents moved to Saratoga Springs, N. Y., where he received his education. He came West to Michigan in 1856. Upon the breaking-out of the rebellion he enlisted August 21, 1861, in Company C, Berdan's First Regiment United States Sharpshooters, and served with the regiment until February, 1863; was then transferred to the First Regiment Michigan Sharpshooters, and was commissioned Second Lieutenant, and promoted to First Lieutenant Company B, and served until the expiration of his term of service; was wounded at the battle of Spottsylvania. After the war, came to Port Huron in 1866, studied law and was admitted to the bar in 1871. Two years later, he engaged in the practice of law, and since then has successfully practiced his profession here. He has held the office of Supervisor of the Sixth Ward and Alderman of the Second Ward. Mr. Whipple was united in marriage to Miss Abbie J. Riddle, of Beloit, Wis., October 27, 1869; they have four children—Benjamin R., Frank B., Abigail and Mary.

**JOSEPH D. WHITNEY**, owner and proprietor Pacific House, corner Mt. Huron avenue and Butler street, is a native of the State of Maine, and was born at Lisbon Falls March 16, 1817. He came to St. Clair County and settled at Port Huron April 23, 1854. After coming here, he put machinery in a shingle mill, and engaged in lumbering for several years. In 1858, he built a hotel on corner opposite Pacific House, and run that house four years; in 1862, bought the Huron House, and remained proprietor of that house until 1879, when he retired from business for some years. In 1880, he bought the hotel property corner Huron avenue and Butler street, and enlarged it, and since then has been proprietor of the Pacific House. Mr. Whitney has had a large practical experience as a landlord, and gives every part of his house his personal supervision. In January, 1859, he married Mrs. Margaret Masterson, a native of Monroe, Mich.; they have three children, Charles J., Fred A. and Jessie. Mr. Whitney has one daughter by a former wife.

**F. M. WILCOX**, cooper, is a native of Michigan, and was born in Richmond, Macomb County, May 22, 1855. He learned his trade in Port Huron, and on the 1st of May the present year, engaged in business for himself, and is building up a nice trade, and makes all kinds of work. He married Miss Dora R. Leonard August 1, 1881; she is a native of Canada.



DAVID G. WILLIAMS, proprietor flour and grist-mill, is a native of Michigan, and was born in St. Clair County November 8, 1850, and grew up here; engaged in lumbering and sailing on the lakes. He engaged in the milling business in 1877, grinding flour and feed, and also has carding machinery for carding wool, the only one in Port Huron. He intends increasing this branch of his business. He is also engaged in the wood business, and saws his wood by machinery. In 1878, he married Miss Catharine Richardson, of Brockway Center; they have three children—Polly, Sallie and Myron.

MORTIMER WILSON, physician and surgeon, is a native of Canada, and was born August 2, 1847. He received his education in this State at Ypsilanti and Ann Arbor, then studied medicine at Ann Arbor and Detroit, and graduated in 1874 at the Detroit Medical College. After graduating, engaged in practice at South Bay City. He came to Port Huron in 1881, and associated with Dr. Mills in the practice of his profession. In 1880, Dr. Wilson was united in marriage to Miss Lizzie C. Chase, of Carthage, Mo.; they have one daughter.

L. D. WILSON, attorney at law, is a native of Stark County, Ohio, and was born in Massillon September 26, 1852. He received his education in that State, and spent two years in Western Reserve College and two years at Alliance College and entered Mount Union College, and graduated in 1872. After graduating, he accepted the position of Principal and Superintendent of Schools at Lexington, Sanilac County, and remained there three years. He studied law and graduated at the Columbia Law School in 1877. He came to Port Huron the same year, and was associated with Judge Mitchell in the practice of law until 1880. Mr. Wilson was united in marriage to Miss Ennarette Waterbury, of Lexington, Sanilac Co., Mich., November 14, 1873. They have one son—John D.

OSCAR A. WILSON, of the firm of Huner & Wilson, dealers in fresh and salted meats, is a native of Oswego County, N. Y., and was born October 10, 1834. He grew up and attended school there and came to Port Huron in 1853. He worked at the harness trade three years, and was clerk in a grocery store three years. In 1862, he associated with Martin Huner and established their present business, and since then, for the past twenty years, they have successfully carried on the business here, and are the oldest and leading house in their line of business here. He has held the office of Collector, and was a member of the Board of the Board of Estimates two years. In 1857, Mr. Wilson was united in marriage to Miss Fidelia Hogan, a native of Port Huron. They have one daughter—Florence.

FRANK WOLESTYN, dealer in groceries and provisions, is a native of Belgium, and was born October 29, 1848. He grew up and received his education there. He came to the United States with Rev. Father Van Lauwe, his uncle, in 1872, and came to Port Huron the same year. In 1880, he established his present business and has a good trade. He also sells articles of Catholic devotion for church purposes. He holds the position of leader of the choir of the Catholic Church here. He was united in marriage to Miss Katie Gleason in this city October 13, 1879. They have one son—Edward W.

ABEL M. WOOD, carpenter and builder, Section 21, P. O. Port Huron, is a native of Canada, and was born in Norfolk County March 28, 1827. He grew up and learned his trade there. He came to Michigan in 1860, and lived in Lapeer four years. He came here in 1864, and since then, for the past eighteen years, has been engaged in building here. He married Miss Nancy Hilliker, of Oxford County, Canada, May 9, 1846. They have one daughter—Emma.

A. H. WRIGHT, manufacturer of carriages and buggies, is a native of Orange County, N. Y., and was born April 7, 1831. He grew up and learned his trade there. He came to Port Huron in July, 1864, and established his present business, and for the past eighteen years has been successfully engaged in manufacturing carriages and buggies, and has a large established trade. He is the oldest in the business here who exclusively manufactures light work. He is Ward Collector, and has held that office for the past three years. Has been Treasurer of the Baptist Church for the past eighteen years. Mr. Wright was united in marriage to Harriet B. Hammond, from Dover Plains, N. Y., June 17, 1858. They have two children—Harry Howard and Bertha Hammond.

P. M. WRIGHT, of the firm of A. N. Moffat & Co., steamboat and vessel agents, is a native of England, and was born May 6, 1831. His parents came to Michigan during his infancy, and located on the St. Clair River. Upon reaching manhood, he engaged in the milling business in Canada, and came to Port Huron in 1864 and entered the bank of John Miller and kept books there for about five years, and afterward with the First National Bank two years. In 1877, he came with A. N. Moffat & Co., and in 1879 was admitted member of the firm. He is also a member of the firm of Wright & Eldridge, dealers in coal. He has held the office of City Treasurer and a member of the School Board. In 1854, he married Miss Clara St. Clair Monson, a native of St. Clair. She died May 21, 1882, leaving three children—Mary E., John M. and William K. T.

CAPT. L. W. YOUNG is a native of Michigan, and was born on Mackinac Island May 5, 1847. He began sailing as cabin boy on the brig Black Hawk when only twelve years of age, and sailed as Captain of the Kentucky when only nineteen years old. He sailed the schooner Evaline Bates, and was Captain of the Iosco five years. He also sailed the Kentucky and the tug Mary, and since 1877 has been master of the steam barge Burlington. He has been in the marine service over twenty-three years. Capt. Young married Miss Lena Flemings, a native of Sanilac County, May 11, 1872. They have three children—Lizzie, Kittie and Lulu.



## FORT GRATIOT TOWNSHIP AND VILLAGE.

The country is one of beauty. The Creator fashioned it in His smiling moments. As it came from His hands, before man had furrowed it with the plow, and scratched it with the harrow, and divided it off with fences, and dotted it with barns and houses, it was one of nature's most perfect landscapes. There is just as much scenery left in it as is consistent with a high degree of usefulness; if there were more scenery some of the land must be waste; if there were less, tameness would begin to mar the perfectness of the scene. There are oak openings and timber, water and stone, hill and vale, bluff and ravine; and none of them in excess. But what makes the township of Fort Gratiot? There was nothing, or at least not much, in the vicinity, or in the surrounding country, to determine the fact that there should grow up one of the handsomest and most vigorous railroad villages in the Northwest. Du Luth established a military post there; later a mission was established, and in after years a United States fort was built there. Its settlement by American pioneers was an accident, or a series of accidents. It was that of those early settlers who first looked upon this beautiful spot, and said to themselves, This is good; I will plant myself and my family here, and help to make a town, and grow up with the country. A large number were men of strongly-marked characteristics. They were clear-headed, liberal, brave and persistent men; and this was the secret of the early success of the village. Such men were not going to stick themselves down here, or anywhere, and grow up like so many transplanted Eastern basswoods; it was not in their nature to do anything of the kind. They had to contend with the older American settlements on the Black and Pine Rivers—no easy task. In later years, the Grand Trunk Railroad Company selected the southeast corner of the township as the head of their railroad system in the United States. In 1859, the beginnings of the true progress of the township were made. The financial crisis of 1873-78 retarded, if it did not effectually check, advancement; but in 1879 returning prosperity began to show its existence throughout the county, and nowhere were its signs more manifest than in this township. The old settlers, together with those who came during the last few years, co-operated heartily in the work of improvement, so that, at the close of 1882, the town takes a most important place among the civil divisions of the county.

In the geological descriptions of Port Huron Township, Fort Gratiot is described.

The bluffs are well stocked with timber of various kinds, oak of several species being in the preponderance. Poplar, birch and hickory are found in small quantities. The valleys all furnish more or less wild grass; while on many small streams are excellent water powers. Soft woods of many kinds grow on the bottom lands of the creeks and rivers. The banks of the smaller streams put forth rank growths of alder and willow bushes. The town is productive of all the cereals, grasses and vegetables common to the latitude; wheat, oats, corn, barley and rye, which return a good yield. On the lake shore north of Huronia Beach, large crops of the finest potatoes were raised.

From the above description it will be noticed that the district is peculiarly adapted to, and possesses all the requisites for a fine stock-growing, grazing and dairying district. The number of small streams, with their adjoining marshy lands, and many springs oozing from the bases of the bluffs, form excellent facilities for butter and cheese making, while the bluffs, with their heavy timber, are a natural shelter for cattle from the winter winds and storms. On the same farm may be seen the spring of pure water, the valley for cultivation, the hills for grazing and the timber for shelter. In later years, farmers are turning their attention more to stock, and their results justify their investments.

## ORGANIC

Fort Gratiot Township was organized in 1866, with Henry Stephens, Supervisor. The name is derived from the post, erected under Capt. Gratiot in 1814, to which the title was

given in honor of that engineer officer. The population of the township, including the village, was 1,902 in 1880. Since that time, the summer retreats of Huronia Beach and Ros were established, the village attained an important commercial position, so that it is not too much to state that the population of town and village in June, 1882, approached 3,000. The area of the township is 13,067 acres; the equalized valuation, \$366,140, and the number of children of school age, 668.

Supervisors—Henry Stephens, 1866; S. P. Mason, 1867; Stephen Moore, 1868-69; J. McMartin, 1870-73; T. Lymburner, 1874-76; J. A. McMartin, 1877; Townsend Lymburner, 1878-82.

Justices of the Peace—Joseph Davis, 1874; Thomas Sutherland, 1874; Julius Granger, 1875; James Quail, 1876; James Hall, 1877; Daniel Mooney, 1877; Joseph Davis, 1878; R. E. French, 1879; Daniel Mooney, 1880; Julius Granger, 1881; Joseph Porter, 1882.

In April, 1882, the Citizens' ticket was elected, as follows:

Supervisor—Townsend Lymburner, 311.

Clerk—James Sutherland, 158.

Treasurer—James S. Button, 180.

Justice of the Peace—Joseph Porter, 179.

Highway Commissioner—Daniel Mooney, 164.

School Inspector (Two years)—Edward Hollis, 304.

School Inspector—(One year) George W. Howe, 300.

Drain Commissioner—Thomas S. Skinner.

Constables—James Richardson, 183; Jay Shaw, 290; Christian May, 309; Duncan McKellar, 309.

#### UNITED STATES LAND BUYERS.

The original land buyers in this township, from 1825 to 1836, were Jeremiah Harrington, Hartford Tingley, De Garmo Jones, Lucius Beach, Gilbert Elliott, Samuel Wilson, William Lamb, Fortune C. White, John Desboyers, A. Coburn, S. N. Dexter, A. B. Eaton, C. Masten, James L. Kelsey, Charles Butler, D. D. Dualsy, J. J. Andrews, Edward Bingham, James Scott, Charles G. Glover, John Howard, Simeon Cummings, Alexander F. Ashley, Eben Batcheller, James W. Sanborn, J. M. Wade, Phineas Davis, David Oakes, Isaac R. Stone, John Kennelly, John Brooks, Orus Field, A. W. Campbell, F. H. Stevens, Samuel C. Webster, and John Brookes. A portion of Sections 34 and 35 was reserved.

#### FORT GRATIOT VILLAGE.

The region now known as Fort Gratiot is historic ground. Nearly two centuries have elapsed since the first white man set foot upon its soil. It is necessary in this work to divide the record into two periods. We shall speak of the early history as an epoch ending in 1836, and of the recent history as dating from that year. Assistant Surgeon Taylor, of the United States Army, writing in 1871, deals very minutely with the history of the post. He states: "The location of the Recollet Mission in this vicinity is uncertain. According to Bell's History of Canada, it was an important one, and known as St. Marie. As the Jesuits had one also of the same name located among the Hurons at the head of the Georgian Bay, it would seem that some confusion has arisen in relation to these missions, both as to their importance and position. Judge Campbell is of the opinion that the Recollet Mission was located at the present site of Sarnia, and nearly opposite this post. Furthermore, it is known that the Hurons had a large village near the present site of Detroit, called Teuchisagrondie, and that the intercourse between this village and the main tribe on the Georgian Bay was by the water channels. Intermediate, there were several other villages along the lake shore and St. Clair River, all of which had been visited by the Coureurs des Bois long before La Salle and Hennepin made their famous voyage through the Straits."

There were several practicable routes for the traders to reach this section. The original and most noted one was by the Ottawa River, Lake Nipissing and Georgian Bay, which, though long and very hazardous, was the principal channel of intercourse between the Huron

country and the headquarters of the trading interests on the Lower St. Lawrence. Its chief advantages consisted in its immunity from predatory excursions of the tribes on the side of Lake Ontario. The second was by the St. Lawrence and Lake Ontario to the Trent River, thence up that stream to Lake Simcoe and the Georgian Bay. This was the usual route of the Iroquois in their forays against the Hurons, and was one of the best. The third was from the present site of Toronto and thence to Lake Simcoe. The fourth was by the head of Lake Ontario, the Grand River to Lake Erie and Thames Rivers and Lake St. Clair. This became a very important line of traffic, except during the time of open hostilities with the Iroquois. It was the safest and easiest route to reach the great Saginon or Saginaw fur producing region. The fifth was by the Niagara River, but probably seldom resorted to for the transportation of valuable goods, because of the proximity of the hostile tribes in what is called Western New York.

Parkman states that the earliest recorded visitation of this region by the French was in 1669, when the Salpitian priests, Dallier and Galinae, in connection with La Salle, made an effort for a systematic exploring expedition of the lake country. They selected the western extremity of Lake Ontario as their starting point. La Salle, however, becoming dissatisfied with the purposes, delays and trammels of the priests, severed his connection with them and proceeded in the direction of the Ohio River, while the priests proceeded by the Grand River route and thence along the north shore of Lake Erie, passed this point the spring following, and thence to Mackinac and the Sault Ste. Marie, and finally returning to Montreal by way of the Huron Missions at the head of the Georgian Bay. The earliest map made of this region is said to have been made by Galinae, partly from his own observations and partly from sketches made by Joliet three years before, that is on his return from Mackinac in 1666. La Salle traversed this route the following year on his private account and alone. By this he obtained sufficient data to warrant him in making a formal voyage of discovery in the name of the provincial authorities, and at the same time improve his financial condition by engaging in the lucrative fur trade. It was not, however, until ten years thereafter, that he succeeded in organizing his expedition, and started in the Griffin,\* accompanied by the priest Hennepin, to make the famous voyage round the lakes. Instead, therefore, of dating the discovery of this section from the time of this voyage of La Salle, it should be from Joliet's return from Mackinac in 1666, if not as far back as Champlain's excursion to the Georgian Bay in 1612. All the circumstances attendant upon the organization of this expedition of La Salle, the orders he gave to some of his party the year before to proceed to certain points indicated, particularly the islands at the mouth of Green Bay, hardly admit of question that in this matter he acted from previous knowledge of the country derived in part from his own observations, those of Joliet and the adventurers preceding him; and that this expedition was for the purpose of taking formal possession of the great lake country, in the name of the King of France under nominal governmental authority, and at the same time to gratify his personal ambition and improve his fortunes, sadly reduced from his previous unthrifty investment.

Leaving his anchorage in the Niagara River, he traversed Lake Erie, and on the 23d of August, 1669, being Sainte Claire's day, he entered the beautiful expanse of water to which, in honor of that personage, he gave her appellation, and the day following he passed this point into Lake Huron, thence round the lakes to the Illini country. The history of that voyage is too well known to require further attention here, save to remark that in La Salle's account of it, as well as in Hennepin's narrative, there was a manifest want of proper acknowledgment of the previous explorations of Joliet and the Coureur des Bois.

#### HISTORY OF THE POST.

In a military and commercial point of view, the geographical importance of this post was very early appreciated. Seven years after La Salle's expedition, M<sup>r</sup> Du Litt, then commanding at Mackinac, was instructed by the Governor General, Count Frontenac, to establish a fort on the Detroit, a term applied to both the connecting rivers between Lakes Huron and Erie, and garrison the same with fifty men. The English had been, and were still making strenuous efforts to connect their interests on Hudson Bay with those in New York, and there-

\* The Griffin was a small French vessel of 100 tons.



by circumvent their rival's schemes for territorial acquisition west of the lakes, and with that the control of its valuable commerce, looking to the alternate extinguishments of the French influence along the St. Lawrence and its tributaries. It will be seen, therefore, that it was a death struggle for supremacy over a vast region, and that every political, military, religious and commercial appliance was brought into requisition in aid of the respective parties. To this end the early occupation of this post by the French had a double purpose—one to thwart the English schemes, and the other, say the instructions, "to protect our savages who may go to the chase and serve them as an asylum against their enemies. In obedience thereto, Du Lhut proceeded to the entrance of the Strait from Lake Huron, say the accounts, where he erected a fortified trading post which he named Fort St. Joseph. There is some reason to believe that in this selection he was not only actuated by geographical and strategical considerations, but his private interests were likewise considered.

Frontenac's instructions allowed and, in fact, encouraged traffic with the nations as a means of reconciliation of tribal differences and animosities, as well as keeping them bound to the French interests, while allowing at the same time liberal perquisites to the officials in charge; and it is probable that Du Lhut's way had been opened and in some degree already prepared by the traders or *Coureurs des Bois* in accordance with this historical policy, so that he had only to take formal military possession, and extend and improve what already had been commenced, in order to accomplish his purpose. That post was located on the present site of Fort Gratiot. This and Fort St. Joseph on the western shore, at the mouth of the river of that name, are the oldest forts in the Lower Peninsula of Michigan, and antedate the establishment of Ft. Pontchartrain at Detroit by La Motte Cadillac, fifteen years. The time of its occupation for purely military purposes, according to La Hontan, was only two years, and he states he was present at its abandonment and destruction; but De Nonville, Governor General of Canada after Frontenac, says "it was maintained eight years, and exercised a powerful influence against the English." It is possible that the officer had reference alike to its occupation as a trading post anterior to the military establishment, and its formal occupation under authority of the government, when the statements of both gentlemen would be correct.

The year following Du Lhut's arrival war was determined upon by the French against the Iroquois along Lake Ontario, and this officer, together with Durantage at Mackinac, and Tonti, at Fort St. Louis, a post supposed to be located somewhere on the Detroit River, were directed to organize the forces at their command and join the main expedition concentrating at Ft. Niagara, with the view of invading Western New York. Five hundred Indians and 200 French Canadians were there collected, organized and equipped, and taken to their destination.

Nimecanee, or Lightning, a son of old Kioscanee, served under Sinclair, on garrison duty, in the old fort at the mouth of Pine River. Judge Bunce states that when he came to the county, this Indian was one hundred and five years old, five and a half feet high, energetic and capable of attending to his corn-field, four miles south of Black River, as well as to the chase. Every New Year's Day, he was accustomed to sail down the river in his large birchen canoe, on the bow of which he would fling the American colors to the breeze. On such an occasion, he would don his gold-laced coat, beaded moccasins and leggins, and all the ornaments in his possession. Nimecanee reached the age of one hundred and twelve years. It is related that Kioscanee was chief of the Otchipwes in their wars against the Wyandots and Six Nations. In his expedition from Lake Superior to Lake Erie, his fleet was so extensive as to cover the St. Clair River from Fort St. Joseph, or Gratiot, to Walpole Island. On his return from the lower lakes, he camped at Fort Gratiot, and afterward made the district his home. Nicholas Plane, Sockscotowa, is a grandson of Nimecanee, and chief of the Sarnia Indians.

Shignebek, a brother of Nimecanee, was one hundred and nine years old at the time of his death. Mrs. Ogotig, a sister of the chief, lived to the age of one hundred and seven; old mother Rodd is said to have been one hundred and fourteen years old at the period of her death; Onsha, the third son of the chief Kioscanee, reached a very old age. The Kioscanee, or Rapid Tribe, must be considered the first actual settlers of St. Clair County. Previous to their coming, the Indian settlement was on the east bank of the river, about a mile northeast of the present village of Point Edward.

While this was being arranged, Dongan, Governor of New York, sent an expedition to capture Mackinac, under command of Maj. Orange. It consisted of about forty men, all of whom were captured by Du Lhut's and Durantage's forces on Lake Huron. They were piloted, says DeNoville, by a renegade Coureur des Bois, and the route taken for the purpose of avoiding this post was by way of the west end of Lake Erie to Saginaw Bay. Others say they were aided by the Fox tribe of Indians then occupying the region round about Grand Traverse Bay and the shore opposite.

The failure of the French expedition against the Iroquois left all the posts along the lower lakes greatly exposed, while the channels of supply were entirely interrupted. As a consequence, Forts Frontenac and Niagara were hastily abandoned, and this post left as the only barrier against the English and Iroquois; but being deemed too exposed and insufficient for that purpose, it was also abandoned and the stockade burnt under the supervision of La Hontan, and the forces and supplies transferred to Mackinac, which, from its accessibility by way of the Ottawa route, was to be the object of the concentrated energies of the French. But although compelled to relinquish the control of this region for the time being, Frontenac, who had been recalled to the Governor Generalship, determined to reinstate the French authority as soon as practicable, and recover what had been so indiscreetly lost by his predecessor. Accordingly, La Motte Cadillac, then commanding at Mackinac, was permitted to visit France secretly to avoid the intrigues of the Jesuits, with a view of obtaining a direct commission from the crown granting authority for the establishment of another military post along the Straits for the double purpose of securing and confirming the French title to the territory, and collecting as many of the northern tribes around the same as might become practicable in settlements or colonies, the whole under the sole control of the immediate military commander, hoping thereby to raise up a bulwark of sufficient strength to be its own protection, as well as security for all their interests northward, yet being independent of the religious orders which were continually interfering, not only with the general administration at Quebec, but with every military commander in the provinces.

Cadillac being successful in obtaining the object of his visit to the King, returned and fixed the location of his post at the foot of Lake St. Clair, on the present site of Detroit. By his sagacious management, he induced many of the isolated bands of Hurons, Chippewas, Sax and Foxes, as well as the Miamis—between some of whom there had been bitter feuds for many years—tribes scattered as they were, from Mackinac to the south shore of Lake Erie—to gather about him. After he had succeeded in establishing Ft. Pontchartrain, this section was abandoned as a principal settlement, both by French and Indians, save in a single exception, that during the Pontiac war it was the termination of and for a short time occupied by a hostile expedition starting from Mackinac in aid of the siege of Detroit by that chief.

It was occupied, however, as a military station after the Pontiac troubles had been quieted in 1763, when the English began to look to the permanent settlement of the lake country. Two years thereafter, a British officer by the name of Patrick Sinclair built a large military and trading post a few miles below this point, and where is now located the village of St. Clair. This was a regular fortification, consisting of earthworks, mounting artillery with a stockade, rally post, etc., in the most complete order; and he occupied it for about seventeen years, acquiring meanwhile from the natives a title to about four thousand acres of land bordering on the river. He was the first permanent English settler, and the only one along this river, until 1782. When Maj. Rodgers took formal possession of the country in behalf of the British crown, in 1766, both the river and the lake had the appellation of Sinclair rather than the original one given by La Salle. In 1782, nineteen others joined him, and thereafter the chain of settlements became continuous from Lake Huron to Detroit and Lake Erie.

In 1807, soon after Gen. Hull became Governor of the territory, this post, and the border along the River St. Clair, were occupied by the forces under his command, consisting of militia, chiefly under one Capt. Roe. The headquarters of the command were located in a small block house just below the present site of Marine City, and the troops were scattered along the river bank from Lake Huron to Lake St. Clair. This company of about forty men, with arms and equipments, were captured by a British force sent from Canada soon after the declaration of



war in 1812, and during the earlier demonstrations against Detroit. But immediately after the defeat of the British in the battle of Thames in the year following, measures were taken again for a more effective defense of this section. Accordingly, Maj. Forsyth, of the regular army, supported by a detachment of the Second Infantry, commanded by Capt. Cobb and a force of Militia Rangers, as they were called, under Capt. Joe Roe, with Capt. Gratiot as an engineer officer, left Detroit May 11, 1814, for the purpose of establishing a defensive work at the foot of Lake Huron. They were transported in twelve batteaux and a small sloop carrying one field piece, and reached their destination the 13th. On their arrival, they found the old French post occupied by a Canadian Frenchman with a small house, and about two acres in cultivation. This Maj. Forsyth took possession of, and commenced the erection of a stockade and earthworks for artillery the next day, and at the same time sent Roe's rangers across the river to scour the country to ascertain if there were any hostile forces in the vicinity. These troops remained until some time in 1817 or 1818, when they were relieved by a detachment of the Fourth Infantry, transferred from Maine, under the command of Capt. Fowle. At its establishment it took the name of Capt. Gratiot, the engineer officer in command, and the cost of construction was \$305.25.

With the reduction of the army in 1822, this post was abandoned by the military and the buildings turned over to two missionaries by the names of Hart and Hudson, of the Presbyterian denomination, who opened a school for the education of Indians and what few whites were in the vicinity. This continued for about one year, when the school was broken up and one of the missionaries went to Mackinac for a like purpose. The works at this time were in so dilapidated a condition that Gen. Cass, then Governor of the Territory, called the attention of the Legislature to the subject, as well as to the bad condition of the fort at Detroit.

From the time the post was vacated by the missionaries until 1828, I find no record, but in that year troops were sent to occupy it, and the year following it was rebuilt, the grounds enlarged and inclosed in a stockade, the earthworks leveled down to its present condition, and the buildings arranged according to the present plan, with the exception of the hospital, which was much nearer the river. In 1847, the troops were withdrawn and ordered to Mexico, but it was again regarrisoned at the close of that war, and remained so until the opening of the rebellion, when the troops were ordered off. At the close of the war, a detachment of the Seventeenth Infantry was stationed here and it has remained in military possession since; after the Seventeenth Infantry, by the Forty-third Infantry, and then by two companies of the First Infantry, who garrisoned the post in 1871.

Understanding that the early history of this post was incomplete, and much relating to it very imperfectly understood, and believing that as time advances the early settlement and military occupation along the northern borders of the United States will possess an increasing interest, I have taken considerable pains to investigate this subject, and herewith somewhat imperfectly present the results. Its geographical position was of great importance to the French during their occupation of Canada, and in many of the contests between the authorities on either side of these northern waters. It also promoted the more peaceful relations of the natives among themselves, and with the whites it exerted an important influence."

Le Sueur, a noted voyageur, was at the mouth of the St. Clair for the first time, in 1683, making his way up the Fox River and down the Wisconsin to the Mississippi, thence to the Sioux country, where, at different periods, he spent seven years.

In 1684, Nicholas Perrot, who had assisted St. Luson in 1671, it will be remembered, again made his appearance at the place. Perrot is a most notable figure in the early history of the Northwest. He employed a considerable number of men, and carried his operations as far as Lake Pepin. He was the trusted agent of the Government, and was invested with more extensive authority than ordinary traders. He was commissioned to manage the interests of commerce from Green Bay westward, and was employed as Indian agent for many years. He procured a peace among the Sioux, Chippewas and Foxes, and so far put to sleep the animosity of the latter toward the French, that while he was their agent they remained friendly. "I was sent hither," he writes, "charged with the commission to have chief command there, and in the most distant countries on the side of the west."



In 1686, Daniel Greysolon Du Luth, better known as Du Luth, arrived at the post and assumed military command under the superintendency of the commandant at Mackinaw. While making preparations to go to war against the Iroquois, he was assisted by Perrot in collecting Indian allies. The last mentioned voyageur was then trading among the Foxes in the Northwest. On the 5th of May, 1689, he (Perrot), then commanding a post among the Sioux, was commissioned by the Governor of Canada to manage the interests of commerce among the Indian tribes of Green Bay, and he proceeded to make more certain the taking possession of the whole country in the name of the French King. In other words, he supplemented the work of St. Lussou done in 1671.

During the same year, the Baron Le Houtan visited the locality and was entertained in a distinguished manner by the Sacs, Pottawatomies and Menomonees, as well as by the Ojibweges and Frenchmen.

In the autumn of 1678, La Salle, upon the St. Lawrence, in order to forward his design of erecting a fort upon the River Illinois, sent fifteen men up the lakes to trade for him, with orders to go hence to that river and make preparations for his coming next year. Some of these men went on as far as Green Bay, where they collected a large store of furs; and here, on one of the islands at its mouth, La Salle, in the "Griffin," the first sailing craft that ever floated on the upper lakes, found them in the month of September, 1679. La Salle resolved to send back his vessel from this point, laden with these furs and others collected on the way. She fired a parting shot, and on the 18th of September set sail for Niagara, with orders to return to Mackinac as soon as she had discharged her cargo. But the "Griffin" was never heard of from that time. She was engulfed in the wild waves, probably, of Lake Michigan soon after leaving the island. La Salle, with fourteen men in four canoes, proceeded to the country of the Illinois. The fur traders, who, it will be remembered, preceded the Jesuit missionaries to this region, maintained their relations here with more or less regularity for a great many years.

Following the visit to Green Bay of the fur traders under La Salle, in 1678, and of that famous explorer the year after, was that of Louis Hennepin, in 1680. He and his party, as a detail from La Salle's expedition to the Illinois, reached the mouth of the St. Clair in that year, on his way from the Upper Mississippi down the great lakes, passing down this river to the older posts on the St. Lawrence.

#### WAR OF 1812

In 1811, a few men forming a company known as the St. Clair Militia, assembled at Ft. Gratiot, subsequently at St. Clair; but when required to be present on review at Mt. Clemens that year, they could not be present, giving as a reason the want of timely notice.

In May, 1812, a company of artilleryists camped at St. Clair, and toward the close of that month took up quarters on the site of the old Fort St. Joseph. This company is referred to in the following paper:

#### TROOPS CAMPED AT ST. CLAIR IN 1812.

Muster roll of a company of artilleryists, under the command of Lieut. Porter Hanks, in the regiment commanded by Col. Henry Burbeck, from the 31st day of May, when first mustered, to the 30th of June, 1812, at Michilimackinac, Territory of Michigan. Many, if not all, of these men were present at the affair of July 17, 1812:

NAME	RANK	REMARKS.
Porter Hanks.....	First Lieutenant.	
Archibald Danagh.....	First Lieutenant.	
Sylvester Day.....	Second Mate.....	
John Penny.....	Sergeant.....	
Joseph Vaillencourt.....	Sergeant.....	
John Gordop.....	Sergeant.....	
Noel Boudrie.....	Corporal.....	
Maurice Martin.....	Corporal.....	
Nathan Steward.....	Corporal.....	
Hough Kelley.....	Corporal.....	
Redmond Magrath.....	Musician.....	
Alexander Parks.....	Musician.....	
Joseph Tacier.....	Musician.....	
John B. Vaillencourt.....	Musician.....	A boy learning music.
Henry Vaillencourt.....	Musician.....	Re-enlisted.
William Maxwell.....	Artificer.....	
Bartholomew Noble.....	Artificer.....	
John Kane.....	Artificer.....	
John O'Donnell.....	Artificer.....	
Osborn Smith.....	Artificer.....	
John Whelpley.....	Artificer.....	
Joseph Benoie.....	Private.....	
Peter Bourdonne.....	Private.....	
Robert H. Boyd.....	Private.....	
Mathias Bromley.....	Private.....	
Peter Brown.....	Private.....	
Edward Burleson.....	Private.....	
Nathan Burr.....	Private.....	Reduced June 16.
Jedediah Cannon.....	Private.....	
John Davis.....	Private.....	
Pierre De Bourdeaux.....	Private.....	
Jacob Farmer.....	Private.....	
James Farrell.....	Private.....	
Edward Fitzgerald.....	Private.....	
Francis Foote.....	Private.....	
John Garlough.....	Private.....	
Abel Gifford.....	Private.....	
John Gifford.....	Private.....	
John Gerry.....	Private.....	
William Harvey.....	Private.....	
Henry Hannion.....	Private.....	
Seth Holmes.....	Private.....	
Richard Joel.....	Private.....	
Joseph Le Reveisore.....	Private.....	
Benjamin Luker.....	Private.....	
Michael McGill.....	Private.....	Unfit for service.
Thomas Murphy.....	Private.....	Re-enlisted.
Thomas Mullen.....	Private.....	Transferred to Capt. Rood's Company.
Jonathan Nutt.....	Private.....	
Ichabod O'Bryan.....	Private.....	
Pascal Peters.....	Private.....	
John Phillips.....	Private.....	Unfit for service.
John Pound.....	Private.....	
John B. Perrault.....	Private.....	
William Redman.....	Private.....	Re-enlisted.
Anthony Rabbillard.....	Private.....	
Paulite St. Nichols.....	Private.....	
Neah Scott.....	Private.....	
John B. Sylvester.....	Private.....	
John Soma.....	Private.....	Sick.
Francis Vaillencourt.....	Private.....	
Simeon Windell.....	Private.....	Unfit for service.
James Woodbeck.....	Private.....	
John White.....	Private.....	
Benjamin Weldon.....	Private.....	
Anthony Sampittie.....	Private.....	Surrendered himself from desertion at Detroit January 16, 1812.

The fate of this command is related in the following letter. The account being from a British source:

MACKINAW, 18th July, 1812.

*Dear Sir:* I am happy to have it in my power to announce to you that Mackinac capitulated to us on the 17th inst. at 11 o'clock A. M., Capt. Roberts at our head, with a party of the Tenth British Volunteer Battalion. Mr. Crawford had command of the Canadians, which consisted of about 200 men; Mr. Dickenson, 143 Sioux, Foxians, and Winnebagoes, and myself about 280 men. Attawapscut and Chippewas, part of Attawapscut had not arrived. It was a fortunate circumstance, the fort capitulated without firing a single gun, for had they done so, I firmly believe that not a soul of them would have been saved.

My son, Charles Longdale, Augustin Nolin and Machello Badotte, Jr., have rendered me great service in keeping the Indians in order, and in executing from time to time such commands as were delivered by the commanding officer. I never saw so determined a set of people as the Chippewas and Attawapscut.

Since the capitulation they have not drank a single drop of liquor, nor even killed a fowl belonging to any person (a thing never known before) for they generally destroy everything they meet with.

I am, dear sir, your most obedient servant,

The Hon. Col. W. CLARK, etc. Fort George.

JOHN ASKIN, JR. *Stockkeeper's Department.*

#### THE FORT IN 1832

Owing to the rebellion of Black Hawk and his allies, the General Government was forced into prompt action. Nine military companies were detailed for service in the West, under command of Gen. Scott. This force arrived at Detroit July 1, 1832, where two of the troops were taken sick and deceased within a few hours. The Asiatic cholera was introduced into the upper lake region. The command hastened away from Detroit as from a plague spot. Arriving at Ft. Gratiot, Gen. Scott garrisoned that post with 280 troops and a number of West Point students. Of the remainder who proceeded to Chicago, thirty died on the passage, and their bodies were cast into the lakes. The number stationed at Ft. Gratiot died one after another at that post, or while flying from the ravages of the cholera. Almost all the students fell before this terrible pestilence.

The garrison at Ft. Gratiot was re-enforced in July, 1851, by the arrival of Company C, of the Fourth Infantry, from Detroit, which city was abandoned as a military station for the present. Two companies of the Fourth Regiment of Infantry were stationed at Ft. Gratiot with the following officers in command: Major, G. J. Rains; Brevet Major, B. Alwood, First Lieutenant, T. J. Montgomery; Second Lieutenant, J. M. Henry; Second Lieutenant, W. A. Slaughter, and Surgeon, C. S. Tripler. Maj. Rains arrived from Green Bay, Lieut. Henry and Surgeon Tripler came with the company from Detroit.

The *Cleveland Herald* of April, 1856, makes the following kindly notice of the widow of one of the most gallant and noble-hearted officers ever connected with the army of our country. "Mrs. M. arrived home some days since, and is now in the active discharge of her trust. Of course she is the most popular commandant the ancient stockade has ever had. Lieut. Montgomery, of the United States Army, not long since lost his life in the service in Oregon. His death left his widow, formerly Miss Northrop, of Akron, and one child, in comparative poverty, as is generally the case with those who devote their lives to their country's service. She returned, and Gen. Jessup, with the kindness of heart and chivalry which characterized a brave soldier, immediately gave to her the trust of Ft. Gratiot, now unoccupied by a garrison, a duty which she can fulfill, and the pay of which is very fair."

We find the following anecdote of the rebel chieftain in the *Port Huron Times* of the 29th of April, 1870: The Savannah firemen are said to have been greatly elated when Robert E. Lee sent them a note the other day accepting honorary membership. Well, perhaps it was an honor. Time works changes, and perhaps Robert E. Lee is an honorable man now. But years ago, when he was stationed at Ft. Gratiot, he tried to sneak out of paying a bill he owed to Mr. Charles Flugal, then the proprietor of a bakery in this city, and still a respected resident here. But Robert couldn't outwit Mr. F., and that gentleman ransacked the garrison and pulled the chivalrous son of the South from behind a door where he had tried to hide, shook him slightly, and notified him that unless the bill was paid within one hour a constable would wait on him. Chivalrous Robert lost no time in following Mr. Flugal to the city and meekly settled the bill.

The body of Corporal Frederickson, belonging to one of the Companies stationed at Ft.



Gratiot, was found in the St. Clair River near Sombra, C. W., nearly opposite Newport, June 7, 1866. It will be recollected that on the night of the 12th of May, he, in company with George Bishop, a private in one of the companies stationed at the Fort, was out in a boat on the river, fishing, and that Bishop returned to shore without him, reporting that he had fallen overboard and was drowned. A Coroner's inquest was held at Ft. Gratiot on June 8, when the following verdict was given: "Corporal Frederickson came to his death on the evening of the 12th of May, 1866, by the hands of one George Bishop, a private of Company E, Second Battalion, Seventeenth Regiment, United States Infantry." Bishop was tried for murder before the United States Court at Detroit, and received his sentence of death from Judge Wilkinson. The terms of the sentence provided for his hanging on October 7, 1866.

#### MILITARY RESERVATION.

An act of the Legislature, approved May 9, 1846, ceded to the United States a tract of 612 acres round Fort Gratiot, between Black River and the St. Clair, for military purposes, on condition that the State hold a concurrent jurisdiction with the United States in civil and criminal matters. Under authority of an act, approved January 27, 1853, the State of Michigan ceded to the United States a tract of land at the mouth of Pine River, for light-house purposes. Another tract was ceded on the St. Clair Flats, by Legislative act, approved February 5, 1853.

The sale of lots in the Military Reservation commenced on December 14, 1870. The total number of lots sold was 98—fourteen blocks. The amount realized was \$17,843, the average price per lot being \$181.25. The sales were as follows:

Thomas W. Ward, lot 1, block 1, \$100; lot 1, block 2, \$115; lot 1, block 3, \$130; lot 1, block 4, \$150; lot 6, block 5, \$153; lot 6, block 6, \$143; lot 9, block 4, \$115.

John M. Gillett, lot 2, block 1, \$150; lot 2, block 2, \$170.

A. N. Moffat, lot 2, block 5, \$517; lot 2, block 6, \$280.

George Fish, lot 2, block 7, \$205; lot 2, block 8, \$215; lot 10, block 7, \$103; lot 10, block 8, \$147.

Frank P. Goldie, lot 2, block 3, \$249; lot 2, block 4, \$360.

William Jenkinson, Richmond, lot 1, block 1, \$352; lot 1, block 2, \$313; lot 3, block 1, \$410; lot 4, block 7, \$161; lot 5, block 7, \$100.

George E. Brockway, lot 3, block 2, \$225. James Goulden, lot 3, block 3, \$360; lot 3, block 4, \$510; lot 3, block 5, \$405.

William Marr, lot 4, block 1, \$176.

Charles Dane, lot 12, block 7, \$416; lot 4, block 2, \$128.

Burnet Butler, lot 4, block 3, \$125.

C. Paille, lot 4, block 4, \$126.

Charles Baer, lot 4, block 5, \$126; lot 4, block 6, \$116.

Thomas K. Whitman, lot 4, block 8, \$272.

Edmund Atkinson, lot 5, block 1, \$110.

F. L. Burke, lot 5, block 2, \$82; lot 5, block 3, \$96.

D. McKeller, lot 5, block 6, \$93.

John Keveney, lot 5, block 8, \$151.

D. B. Harrington, lot 6, block 1, \$140; lot 11, block 9, \$280; lot 9, block 7, \$123; lot 10, block 3, \$90; lot 10, block 4, \$102.

Robert Walsh, lot 6, block 2, \$137; lot 13, block 6, \$305.

Otis Joslyn, lot 6, block 3, \$140; lot 6, block —, \$160.

H. B. O'Neill, lot 6, block 7, \$137; lot 7, block —, \$86; lot 8, block 4, \$70; lot 13, block 7, \$200; lot 13, block 8, \$236; lot 6, block 8, \$166; lot 7, block 2, \$101; lot 7, block 3, \$162.

John Walsh, lot 7, block 5, \$106; lot 7, block 6, \$110.

Thomas Burke, lot 7, block 5, \$93.

Skinner & Ames, lot 8, block 5, \$95; lot 8, block 6, \$107.

Thomas Walsh, lot 9, block 1, \$159.

William D. Wright, lot 9, block 2, \$125; lot 9, block 3, \$119.

S. S. Ward, lot 8, block —, \$82; lot 9, block 6, \$115; lot 5, block 4, \$132; lot 5, block 5, \$182; lot 8, block 1, \$102; lot 5, block 2, \$89.

Mary Crawford, lot 9, block 5, \$127.

John Braithwait, lot 9, block 8, \$170.

John Vergin, lot 10, block 1, \$120.

Charles Steinborn, lot 10, block 2, \$98.

John Delonga, lot 10, block 5, \$112; lot 11, block 5, \$155.

S. Goodman, lot 10, block 6, \$52.

William Le Blanc, lot 11, block 3, \$220.

John Miller, lot 37, block 4, \$103; lot 14, block 3, \$150.

John Asman, lot 11, block 6, \$237; lot 11, block 7, \$151; lot 11, block 8, \$176.

William Hartsuff, lot 12, block 1, \$240; lot 12, block 2, \$233; lot 12, block 3, \$200; lot 12, block 4, \$254; lot 13, block 3, \$211; lot 13, block 4, \$355.

Henry Howard, lot 12, block 5, \$200; lot 12, block 6, \$210; lot 12, block 8, \$200; lot 12, block 9, \$520.

James Goulden, lot 13, block 15, \$119; lot 13, block 2, \$150.

Charles Sanburg, lot 13, block 5, \$350; lot 14, block 2, \$175.

James M. Twiss, lot 14, block 1, \$110.

The sales took place on the grounds. Mr. John W. Twiss, auctioneer. Maj. Paul was present during the sale. The total number of lots offered was 240, of which 108 were sold.

Two hundred and forty lots, or sixty acres, on the Military Reservation, were sold December 10, 1870, at an average price of \$172 \$7 per lot. The largest stamp paid for a single lot was \$520 for lot 9, block 12, by Howard & Co. Mrs. Clara J. O. Noll bought seventeen lots, the greatest number purchased by a single bidder; Fish, Harrington and Moses bought twelve lots; James Goulden, nine; S. S. Ward, W. D. Wright and William Hartsuff, eight lots each, and T. W. Ward, seven lots.

The sale of the remaining portion of the Fort Grant Military Reservation, August 30, 1881, included all the odd cemetery grounds in the city, being about forty acres in all, and seventeen acres lying north of the cemetery grounds. The proceeds of the sale of the cemetery grounds will go to the city, and of the other to the Government. The cost of removing bodies from the cemetery will be paid from the proceeds of the sale.

The old garrison buildings at Fort Grant were torn down in May, 1882. Only three now remain of all that existed on the lands—the little square that contained the Grand Trunk depot. The hill itself will soon be cut down to the level level of the present depot grounds, and the place be used as covered by railroad tracks. The white walls of the old stone buildings, that gleamed so welcome to incoming ships for two generations, that stood there once all around them was an unbroken wilderness, have passed away forever. It seems, to old residents, like losing sight of yonder old broad, warm face has been many years hidden through storm and sunshine.

The old fort. It has sheltered in its time many a gallant soldier, and been the scene of many whose names became famous in the nation's history. Many old memories cluster around it. Within its walls many a hopeful career began, and brave young hearts smitten with the first glory of martial life.

But the time came when its day of usefulness was over. In recent years it has served as a pleasant station for soldiers weary of the day's strife and danger of life on the Western frontier. Now it gives way to the railroad in the march of improvement. It will not be many years before even the very ground it stood on will have yielded to the advances of the steam shovel, and been turned away to fill in the depot grounds on the south side of the river. So that portion of the city will become, more than ever, historic ground.

On May 22, 1882, a skeleton was found lying on the floor of one of the remaining houses of the old fort. It was then necessary to find the man who buried the skeleton, and in a few minutes he was found. He stated that it was buried beneath the floor of the kitchen attached to the house which was occupied by the surgeons and their assistants. The skeleton was covered by only twelve or fifteen boards of earth, and appeared to be lying at some time. The

head was against the stone wall, and tied up in canvas, on which were blood stains. An iron spike, six inches long, with hair sticking to it, was also found near the head. The skull was in a good state of preservation, and the two rows of teeth were very fine and perfect. A number of small black beads and two bone knife handles were lying near the neck. All the bones were found, except the legs. The hair of the head was a rusty brown color. The man who found the skeleton thinks it is that of a squaw.

Throughout the State, many localities formerly occupied by forts, cantonments, block-houses, magazines and navy yards, the potatoe fields, farms, commons, where the cattle graze, and graveyards were, are now compactly built over with buildings occupied by an enterprising population, whose busy hum has so changed the scene of former times that the ancient habitant and those born and reared in the land are scarcely able to recognize it. Never were the following historic lines more appropriate than in the case of Fort Gratiot:

"On lawn and slope—the red man's late abode—  
The steam horse rushes on an iron road.  
The steeple rises and vast granaries groan  
With products of wide realms by commerce made our own;  
Ponds where the sportsman hunted duck and plover,  
Now with parterres and parks are covered over.  
Green lanes through which the habitant alone  
Drove his chariot, to spacious streets have grown,  
Paved with cobbles, which perplexed the shore  
Of this blue 'strait'—by trade not docked of yore;  
Straits whose clear depths no pirogue's keel could reach,  
Now sullenly give back the screw tug's awful screech.  
Fresh from the 'back concession'—what surprise  
Illumes Jean Crapeau's honest, wond'ring eyes,  
To see the terrace where the rampart frowned,  
With lofty pile of brick and mortar crowned.  
Alas! what greater change upbraid the modern place  
Containing now a less contented race,  
The simple virtues of the olden time  
Exchanged for coin—the more almighty dime."

#### GRATIOT LIGHT.

Fort Gratiot Light-House is numbered 48, and located in 40° 22' north latitude, and longitude 82° 24' 41" west of Greenwich. It is in the Eleventh Inspection District, which comprises all the lake coast above Detroit, of which Com. A. Murray is Inspector, headquarters at Detroit. It was built in 1825, and refitted in 1862. It is 82 feet high from the surface of the lake, and supplied with an F. V. F. light; a fixed white light, varied with flashes at intervals of two minutes; and has what is known as the third order of lens. An interesting record of progress is connected with the forty-seven years of its history.

The building containing the fog whistle stands 100 feet north of the light-house. It is of wood, 18x30 feet in size, sided up on the outside and ceiled within, with a shingle roof, cement floor and painted without, including the roof. Inside, the north part is fitted for storing the fuel, mostly hard coal, wood being used only for kindling.

In the center of the rest of the building stands the upright flue boiler, which generates the all-potent steam. It is six feet high, including the base, which latter is 3x4 feet in size, 30 inches high, and contains the fire box, besides, forming the bed on which the engine rests. The back of the base is in circular form, corresponding to the main portion of the boiler above, which is 30 inches in diameter, and contains 88 flues 1½ inches in diameter. The engine rests on the base immediately over the fire, has a horizontal motion and is of two-horse power, having a three inch cylinder, ten inches long and six-inch stroke. The balance wheel is intended to run at a speed of 120 revolutions per minute, or two to a second; and by means of an endless screw turns a wheel with 120 cogs, each representing one revolution, or half a second. On this wheel is a cam, which opens a valve and operates the whistle eight seconds out of every minute. It requires 90 to 95 pounds of steam to run it on time.

The whistle is just above the roof, and is six inches in diameter. Larger ones were tried, but required more steam than the boiler could furnish. The boiler and machinery were made



and put up by the Detroit Locomotive Works, under the direction of Gen. Poe, United States Engineer, and being the first of the kind upon the lakes, may be considered a most successful experiment. The eccentric George McDougal was among the first if not the first keeper of this light-house. He was a well educated man, singular in many respects, decidedly a Britisher in sympathies and ideas, yet a man who won the regard of the United States authorities at Detroit in Territorial days.

The cholera which was prevalent in 1822 and 1842, created some excitement among the inhabitants of the town, yet no panic followed, as would be the case in thickly settled communities. But in those days, men, and women, too, for that matter, were calloused to fear, and insensible to circumstances that would to-day be regarded as critical. The type of men and women who flourished in the early history of the West were radically different from those who came after, in many instances; more of bone and muscle, and less of superfluous matter, than possess types of succeeding generations; more of genuine gold and less of gilt; more common sense and less of sugar candy. As communities are built up and their influence is extended, they become wealthier, and thereby educate an effeminacy, which is expressed in the deterioration of the energies, capacities and endurance of those who are directly benefited by these pecuniary accretions.

#### ESTABLISHMENT OF FT. GRATIOT VILLAGE.

In 1880, the first steps were taken toward the establishment of a village government in the settlement of Ft. Gratiot. In 1881, the question was presented to the Supervisors' Board in the form of a petition, of which the following is a copy. "The undersigned legal voters residing within the territory hereinafter named, respectfully ask its incorporation into a village to be called 'Ft. Gratiot', represent to said Board as follows:

"First—We have caused an accurate census of the resident population of such territory to be made, the taking of which was intrusted to Julius Granger, and who commenced the same on the 21st day of December, A. D. 1880, and completed the taking thereof on the 31st day of December, A. D. 1880, all within ten weeks of the time of presenting this application, and the number of inhabitants residing in this territory is 1,300.

"Second—The census taken aforesaid represents the name of the head of every family residing within such territory on the day the same was completed and during the taking thereof (none having removed while it was in progress), and it also represents the number of persons belonging to each family. And the same with its proper affidavit verifying it, written and sworn to by the person taking the same, hereto attached and marked 'Exhibit 'A'' and made a part of this petition.

"Third—Your petitioners have caused notice of this application to be given and published pursuant to law, and we submit herewith a copy of such notice and proof of the publication thereof as required by statute.

"Fourth—The territory which your petitioners desire to have incorporated into the village of Ft. Gratiot aforesaid is not now included in any incorporated village, and it contains a resident population of more than three hundred persons to every square mile included within its boundaries.

"Fifth—These petitioners therefore ask your honorable body to incorporate as a village under the name aforesaid the following territory situated in the township of Ft. Gratiot, in the county of St. Clair, and State of Michigan, viz: Bounded on the west by Pine Grove avenue, as extended northwesterly from the north boundary of the city of Port Huron, being a continuation of the avenue of the same name in the said city; on the south by the north line of the city of Port Huron; on the east by the center of the River St. Clair and Lake Huron; on the north by the north line of Lots 18, 25, 27, 30, 31 and 41 in the subdivision of the McNeil tract so called, being parts of Section 34 and 35, in Township 7 north, of Range 17 east, in said township of Ft. Gratiot. And your petitioners will ever pray, etc.

"R. E. French, George S. Merritt, David Shannon, W. G. Staw, O'Brien J. Atkinson, William Fowler, Adolphus Phoenix, Joseph Winegar, Columbus Phoenix, Thomas Southern, E. P. Phoenix, L. E. Tarraer, S. W. Merritt, James McDoniel, Walter F. Busby, J. Hazled, W.

J. Stewart, R. A. Hammond, Thomas Dow, Thomas Basendale, John Dent, Thomas Watson, T. French, John B. Ross and W. L. Rettie."

The action taken by the board in his matter is given in the official report as follows:

"Moved by E. White, supported by R. Shutt, that it be referred to the Committee on Division and Erection of Townships. The Committee on Division and Erection of Townships made a report in writing. Moved by G. W. Carleton, supported by Townsend Lymburner, that the report of committee be submitted and spread upon the journal. Unanimously carried.

TO THE HONORABLE THE BOARD OF SUPERVISORS OF THE COUNTY OF ST. CLAIR:

"Your Committee on Erection of Townships, to which was referred the petition and papers in reference to the village of Ft. Gratiot, respectfully report: The petition appears to be in conformity to Chapter 129 of Compiled Laws, pages 11, 12. The proposed territory contains over thirteen hundred people within less than one mile square, and is not included within any village and city. We find that the petitioners, more than fifteen in number, all reside within the proposed territory. We find the census attached to the petition to have been taken accurately properly verified. We also find that due notice has been given of the application as required by law that proof thereof accompanies such petition. We further report that we have heard all parties interested in the matter who asked to be heard, and we would recommend the adoption of proper resolution incorporating such village, of which respectfully submit Frederick Lindo, Frank Ufford, Martin Stapleton."

A resolution offered by Townsend Lymburner was read by E. G. Stevenson, when John McGill moved, supported by Edgar White, that the resolution be received, adopted and spread upon the journal.

The village was established under authority given in the following resolution:

"WHEREAS, It appears from the report of the committee of this board and from an examination of the papers connected with the application for the incorporation of the village of Ft. Gratiot, that all the requirements of law have been complied with, and it appearing to this board that the territory described in said petition and also hereinafter named, containing a population of 1,300 people.

"Therefore Resolved, by the Board of Supervisors of the county of St. Clair, and it is hereby ordered and declared by said Board, that the following territory to wit (described in the petition), be and the same is hereby incorporated and the same shall be an incorporated village under the name of the village of Ft. Gratiot, and it is further resolved and declared that Thomas Sotherland, Julius Granger and Walter T. Busby, all electors and residents of such territory, are hereby appointed Inspectors of Election, to hold the first election in said village, and such election shall be held on the first Tuesday of March, A. D. 1881, at Eddison's Hall, in said township of Ft. Gratiot and within the village of Ft. Gratiot aforesaid."

The new village held its first charter election March 15, 1881. The regular ticket nominated at the citizens' meeting and subsequently slightly changed by consent, was elected, with the exceptions of Francis P. Phoenix (Republican), in place of Richard Eades (Republican), for Treasurer, and J. A. McMartin (Democrat), for Clerk, instead of W. T. Busby (Republican). Phoenix's majority over Eades was eighty, and McMartin's over Busby, sixty-eight.

The following are the names of the officers elected:

President—O'B. J. Atkinson, Democrat.

Trustees for two years—Thomas Sutherland, Republican; Edward Hollis, Democrat; P. M. Edison, Democrat.

Trustees for one year—John Waterworth, Democrat; Hiram Morse, Republican; S. W. Merriitt, Republican.

Treasurer—F. P. Phoenix, Republican.

Clerk—Julius McMartin, Democrat.

Assessor—Julius Granger, Democrat.

Street Commissioner—B. B. Dewey, Republican.

Constable—John Clark, Republican.

## THE TWO ELECTRICIANS AND INVENTORS

In a history of Port Gratiot, the reader will very naturally look for the personal history of the two Edisons; one of whom lives to electrify the world, while the other died in an effort to wake up sleepy Europe. The biography of the Thomas A. Edison was prepared by George H. Bliss; that of the younger Edison is taken from a sketch of his life published immediately after his death.

## THOMAS A. EDISON

The personal history of this celebrated electrician is one full of instruction to all readers, and of special interest to the people of St. Clair County, among whom he lived. The sketch is taken from his biography by George H. Bliss. "His ancestry," says Mr. Bliss, "can be traced back 200 years, when they were extensive millers in Holland. In 1730, members of the family emigrated to this country. Thomas Edison was a prominent bank official on Manhattan Island during the Revolution, and his name appears on the Continental money. The race is long-lived. Edison's great-grandfather lived to be one hundred and two and his grandfather one hundred and three years old. His father, Samuel Edison, is now living, aged seventy-four, and in perfect health. He stands six feet two inches, and in 1868 outjumped 250 men belonging to a regiment stationed at Ft. Gratiot, Mich. He learned the tailor's trade, but subsequently entered commercial life, and engaged consecutively in the grain, commission, lumber, nursery and land business. He has always been in easy circumstances. Edison's mother, Mary Elliot Edison, was born in Massachusetts. She was finely educated, and for several years taught in a Canadian high school. She was an industrious, capable, literary and ambitious woman. She died in 1862 at sixty-seven years of age. Thomas Alva Edison was born February 11, 1847, at Milan, Erie Co., Ohio. This was then a thriving town of several thousand inhabitants. Located at the head of Milan Canal, four miles from Lake Erie, it was the center of the ship building, wheat shipping and stave-making interests of that region. Exhaustion of the surrounding timber and the construction of the Lake Shore Railroad some distance south of the town, brought about decay, which compelled Edison's parents to remove to Port Huron when he was seven years old, which has since been their home. Edison never went to school over two months in his life. His mother taught him spelling, reading, writing and arithmetic. She was a fine reader and often read aloud to the family. Edison acquired his love of reading from her, which was encouraged by his father, who paid him for each book mastered. At ten years old, he had read "The Penny Encyclopedia," Hume's History of England, History of the Reformation, Gibbon's Rome, Searl's History of the World, several works on chemistry, and other similar works. He read them all with the utmost fidelity, never skipping a word or a formula, although mathematics were and are especially repulsive to him. It is this habit of concentration which has led him to the accomplishment of many astonishing results. As a boy, he was always occupied, and amused himself making plank roads, digging caves and trying experiments, his mind being full of subjects. He was uneasy to get into business, and at twelve years of age his father secured him a place as train boy on the Grand Trunk Railroad. When the road was completed between Detroit and Port Huron, he acquired an exclusive news dealer's right, having as high as four assistants. During the four years he ran the road, his earnings averaged \$1 a day, which was given to his mother. In commencing to visit Detroit, he joined the library, and started to read it through. He began on the bottom shelf and read every book for fifteen feet, when the job was given up as hopeless, and thereafter congenial selections were made. He was an occasional reader of fiction and poetry. Victor Hugo is his favorite author. The *Les Miserables*, he read a dozen times, and has reviewed it as often since. The *Toilers of the Sea* he considers a grand book. His memory is so retentive that he can quote extensive extracts from many sources, and can usually refer direct to the book and page of his scientific library for any fact or information needed for experiment or research. His mind is crammed with an immense mass of information, it being difficult to mention a subject about which he knows nothing. He has a partial knowledge of the French, German, Italian and Spanish languages. Attached to the mixed train upon which he sold papers was a freight car having a room partitioned off for smoking purpose. As the car was without springs or ventilation, no one would ride in it. Edison obtained Tresenius' Quality



of Analysis,' bought some chemicals on the installment plan, induced the hands at the railroad shop to make him some retort stands in exchange for papers, and turned the smoking room into a laboratory. The *Detroit Free Press*, then owned by Wilbur F. Storey, came out in a new dress. Edison purchased 300 pounds of old type, and for six months published a weekly paper on the train called the *Grand Trunk Herald*. The price was 3 cents and the subscription list ran up to several hundred. It was printed on one side only, by hand, and was devoted to railroad gossip, changes, accidents and information. George Stephenson, the English engineer, who built the tubular bridge at Montreal, when passing over the road found Edison at work, and ordered an extra edition for himself. The paper was afterward noticed by the *London Times*. One day the water in Edison's phosphorous bottle evaporated, it fell on the floor and ignited the car. The conductor with difficulty extinguished the fire, threw the materials out of the car and gave Edison a thrashing, so that his newspaper and laboratory came to a sudden end. He continued his experiments in the cellar at home, and carried his printer's material with him for several years.

While running into Detroit, he became acquainted with the telegraph operators, and in hanging about the office the idea suggested itself to telegraph the newspaper headings to the stations in advance of the train. The effect was to spread the information of the battles then taking place and greatly increase his sales. The success taught him the value of the telegraph, and he determined to learn the business. He purchased a work on the electric telegraph, and, in conjunction with James Ward, one of his assistants, they constructed a telegraph line between their residences in Port Huron. They used common stovepipe wire insulated with bottles placed on rails driven into trees and crossed under an exposed road by means of a piece of abandoned cable, captured from the Detroit River. The first magnets used were made of wire wound with rags for insulation, and a piece of spring brass was used for a key. They were somewhat mixed as to the relative value of dynamic and static electricity for telegraph purposes, and the first attempt to generate a current was by means of a couple of cats rubbed vigorously at each end at an appointed time. This effort proved a failure, although they succeeded in getting rid of the cats with lightning like rapidity. Soon after this experiment, some old telegraph instruments and battery materials were purchased, and a successful short line was inaugurated. This was quite an achievement in those days, although now there are hundreds of such short lines throughout the country.

About two months afterward, as the railroad train was switching some cars on to the side track at Mt. Clemens station, the agent's little boy, two years old, crept upon the tract in front of the approaching cars. Edison, seeing the danger, sprang to the ground, seized the child and bravely saved his life. J. A. McKenzie was the agent and operator, and in gratitude for the act, volunteered to assist Edison to learn telegraphy. Thereafter, on reaching the end of his route, Edison would go back by freight train to Mt. Clemens, and worked nights to perfect himself in operating.

In five months he was sufficiently advanced to secure employment in the telegraph office at Port Huron. The office was in a jewelry store, and Edison had an opportunity to indulge his mechanical inclinations. He worked night and day to improve himself, but resigned in six months because compensation promised for extra work was withheld. His regular salary was \$24 per month.

He next went to Stratford, Canada, as night operator. The operators were required to report 'six' every half hour to the Circuit Manager. Edison indulged his ingenuity to a bad purpose by making a wheel with Morse characters cut in the circumference in such a way that when turned it would write the figure six and sign his office call. This the watchman turned for him while Edison slept.

His stay at this point was brief. One night the dispatcher sent an order to hold a train. Edison repeated back the message before showing it to the conductor. When he ran out for the purpose, the train had pulled off from the side track and was gone. When the dispatcher was notified the opposing train was beyond reach. Fortunately the two trains met on a straight track and no accident occurred. The railroad superintendent sent for Edison and so frightened him with threats of imprisonment, that, without getting his wardrobe, he started

for home and was greatly delighted to reach his native land. He spent a few weeks at Port Huron in study, but operators were in demand and he obtained a situation at Adrian, Mich. Here he had a small shop and a few tools, where his spare time was used in repairing instruments and making such experiments as he had the means to accomplish. It was then, a peculiarity of the Morse telegraph system that only one message at a time could be sent on one wire. It is also a characteristic of young operators, that each considers himself the most important personage on the line, and that his business must go first. Being at safe distance, operators fling the most violent abuse on each other with impunity, and meanwhile messages wait. Edison proved no exception, to the rule, and on one occasion, when he had some message from the Superintendent, insisted on taking the line from all comers. The Superintendent of telegraph lived in the same town and had an instrument in his house. Hearing the tassel on the wire, he rushed to his office, poured upon Edison and discharged him for violation of the rules.

His next situation was in night service at Ft. Wayne, and in two months he had improved so much as to secure a situation in Indianapolis. Here he invented his first successful automatic repeater, which is an arrangement for transferring the writing from one telegraph line to another without the medium of a sending or receiving operator. It was an important achievement for so young and inexperienced an operator.

The ambition of all operators is to be able to take 'press reports.' Edison practiced nights incessantly to accomplish this end. He was finally given a trial, but finding himself making too many breaks or interrogations, he rigged two more recording registers, one to receive and one to repeat the embossed writing at slower speed so it could be copied. When this was done, he told the sending operator to 'rush him,' which gave him a brief reputation, for the 'copy' was so slow in reaching the press it caused complaint, and he was suspended from the work.

At the end of six months, he was transferred to Cincinnati. Here he worked a day wire, but continued to practice nights and 'subbed' for the night men whenever he could get the privilege.

He had been in Cincinnati three months when a delegation of Cleveland operators came down to organize a branch of the Telegraphers' Union, which resulted in the great strike a few years since. They struck the office in the evening, and the whole force, with one exception, went off on a gigantic spree. Edison came round as usual to practice, and finding the office so nearly deserted took the press report to the best of his ability, and worked through the night, clearing up business. The following day he was rewarded by an increase of salary, from \$66 to \$105 per month, and was given the Louisville wire, one of the most desirable in the office. Bob Martin, one of the fastest senders in the country, worked the Louisville end, and from the experience here acquired, Edison dates his ability as a first-class operator.

Edison's utter negligence of dress and appearance, his willingness to work at all hours, night or day, his insatiable thirst for reading, and his enthusiastic attempts to solve what appeared to his companions impossibilities, earned for him the name of 'lunatic' or 'crazy man,' which clung to him a number of years. He retained, however, the personal good will of his associates.

In 1864, he went to Memphis and obtained a more remunerative salary. His associates were dissolute and imposed upon his good nature to such an extent that the work he did was enervating. Abstemious himself almost to stoicism, he freely loaned his money to his companions or expended it in the purchase of books or apparatus. He made and put into operation his automatic repeater, so that Louisville and New Orleans could work direct. The idea of duplex transmission had taken possession of him, and he was perpetually advocating and experimenting to accomplish it. These efforts were looked upon with disfavor by the management, and in the changes resulting upon the transfer of the lines from the Government to the telegraph company he was dismissed.

Being without money, and having transportation to Decatur only, he walked to Nashville, where Billy Foley, an operator in the same predicament, was found, and they traveled together to Louisville. Edison had only a linen suit, and on arriving at Louisville he found the weather extremely chilly. He hunted up a friend who loaned him money for his immediate need.



Foley's reputation was too bad to obtain a situation himself, but he recommended Edison, who obtained work. For this service Edison supported Foley till he could get a job.

Edison describes the Louisville office at this time as the dirtiest and most free and easy in the business. The common disposition of tobacco quids was to hurl them at the ceiling, where they stuck by the hundred. Rats in great numbers kept the operator in company at night. The discipline was lax in all things, except the quality and promptness of work. Edison was required to take reports on a line worked on the blind side of a repeater, where he had no chance to break. This requires skill, and he attained to a rare perfection by the most careful study of names, markets and general information. The line was old and in a poor condition, being subject to many interruptions and changes. To assist in his work, Edison was in the habit of arranging three sets of instruments, each with a different adjustment, so that whether the circuit was strong or weak, or no matter how rapid the change, he was able to receive the signals accurately. He remained in Louisville for nearly two years, and then got the South American fever. In connection with Messrs. Keen and Warren, two of his associates, he saved money for the trip, and they started, intending to go via New Orleans. On arriving at the latter place, the vessel upon which they were to ship had fortunately sailed. Edison fell in with a Spaniard who had traveled around the world. He told him of all the countries visited the United States was the best, having the most desirable government, institutions, climate and people. This wholesome advice shook Edison's determination in connection with his disappointment at delay, and he resolved to go home. He went to Port Huron via the Gulf and Atlantic States. After remaining a few weeks, he again got work at Louisville, and returned there. He now began to save his earnings more than ever, and invested them in additions to his library, apparatus, printing office and shop. He started to publish a work on electricity with his own office, but the task proved too much for his facilities. He went into a most elaborate series of experiments, as was his custom when investigating any subject, to determine the most rapid and best-adapted style of penmanship for an operator's use. He finally fixed upon a slightly back-hand, with regular round characters, isolating the letters from each other, and without shading. This beautiful penmanship he became able to produce at the speed of forty-five words per minute, which is the extreme limit of a Morse operator's ability to transmit.

Edison's description of the habits of his associate operators at this time is amusing in the extreme. Often when he went home from his work in the small hours of the morning, he would find three of the boys on his bed with their boots on, where they had crawled after an evening's dissipation. He would gently haul them out and deposit them on the floor, while he turned in to sleep. Meanwhile, the office was removed to a new building with improved fixtures, and the instruments were fastened to the tables. Orders were issued not to move the instruments. Edison, however, could not desist from taking three sets to connect up so as to get report correctly, for the line outside had not been improved. At one time he had every instrument in the office out and connected together to try an experiment.

Beneath the office was a bank, and in the back office an elegant carpet covered the floor. Over this was the battery room, and one night, in trying to abstract some sulphuric acid for experiments, he tipped over the whole carboy. The acid ran through the floor and ceiling, destroying the carpet and doing other damage. This proved the climax of endurance, and Edison was discharged. He went immediately to Cincinnati and obtained work as report operator. This was the scene of some of his first achievements. He always had a hankering for machinery, and when on the Grand Trunk Railway frequented the machine shops and learned to run an engine. On one occasion, when the engineer and fireman were exhausted from overwork and fell asleep, he ran a train nearly the entire trip. He unfortunately pumped the engine too full of water, so that it was thrown from the smoke-stack, and deluged the engine with filth, much to the discomfiture of the engineer, who had slept while Edison ran the train. In Cincinnati, on his first stay, he made an ingenious small steam engine, and arranged his first duplex instruments. The instruments were very crude, as he had so little to work with, but the drawings, which still exist, show conclusively that double transmission was possible at a much earlier date than when out into practical use.

His second stay in Cincinnati was very unpopular on account of his continued experiments.



He would get excused from duty and take a bee line to the Mechanics' Library, where his entire day and evening would be spent reading the most ponderous electrical and scientific works. He remained in Cincinnati only a short time, and returned home.

He had a warm personal friend, M. T. Adams, in the Boston office. An expert was needed to work a heavy New York wire. Several candidates had failed, as the New York end was worked by York and Erie operators, who, as a class, had the reputation of writing anything but the Morse alphabet. G. F. Milliken, the manager, offered the situation to Edison by telegraph, and he accepted. He started via the Grand Trunk and the train was snowed in for two days near the bluffs of the St. Lawrence River by a violent storm. The passengers nearly perished with cold and hunger. When all resources for fuel and wood were exhausted, a delegation was sent out to hunt for relief. They were gone so long, another expedition was about starting in search of them, when they returned and reported a hotel not far distant, where cigars were 1 cent apiece, whisky 3 cents a glass and board 50 cents a day. A shout of relief went up from the crowded cars, and they were soon comfortably housed till the storm was over. Edison finally reached Boston all right.

He arrived in Boston in 1868, and in the person of Mr. Milliken found the first superior officer who could appreciate his character. Mr. Milliken was an accomplished gentleman, a thorough master of his profession, and an inventor of merit. He made allowance for the gawky and hungry look of his subordinate, and in the secret excitement under which he seemed to labor recognized the fire of genius. Edison's stay in Boston was congenial. There is a vein of humor running through his character, and he played a practical joke on the cockroaches which infested the office in great numbers. He placed some narrow strips of tin foil on the wall and connected them with the wires from a powerful battery. Then he placed food in an attractive manner to tempt them. When these clumsy individuals passed from one foil to the other they completed the battery connection, and with a flash were cremated, to the delight of the spectators. Edison started a shop in Boston, and gave all his spare time to it. His ideas here began to assume practical shape. He invented a dial instrument for private line use, and put several into practical operation. He made a chemical vote recording apparatus, but failed to get it adopted by a Massachusetts Legislature. He commenced his experiments on vibratory telegraph apparatus, and made trial tests between Boston and Portland. He matured his first private line printer, and put eight into practical operation. From lack of means to pay for quotations, his venture was not successful and he sold out. This patent subsequently came into the possession of the Golden Stock Telegraph Company, and was considered to have a base or foundation value upon which many subsequent improvements were built.

At one time he was invited to explain the operation of the telegraph to what he supposed was a girl's school. He forgot the appointment, and when found was putting up a line on a house top. He went directly from his work, and was much abashed to find himself ushered into the presence of a room full of finely dressed young ladies. He was actually timid in ladies' presence, but his subject was understood, and the occasion passed pleasantly. He was introduced to a number of young ladies, who always recognized him on the street, much to the astonishment of his fellow operators not in the secret. Edison is a strong believer in the Boston girl.

His idea of a duplex system constantly burned in his brain, and in 1870 he went to Rochester, N. Y., to try his apparatus between the two cities. Mr. F. L. Pope, the present patent adviser of the Western Union Telegraph Company, assisted in New York. The effort was a failure, although Edison has always claimed that it ought to have succeeded. He then went to New York, arriving there dead broke and discouraged. He hung around the office of the Gold Indicator Company for several days. Their apparatus was cumbersome and imperfect and frequently out of order. At such times the brokers would rush to the office and demand immediate repairs. One day when there was an unusual excitement in the gold market the apparatus failed. The confusion at the *Indicator* office was great. The Superintendent was out. Edison happened in and stood watching the confusion. He volunteered to fix the machinery. The President looked upon him with amazement, but being in the mood to catch at straws, gave him permission to try. He speedily found the defect and the next day was engaged to fill a

responsible position with the company. He immediately began to improve the apparatus, and soon invented a gold printer. The company was purchased by the Gold and Stock Company, and Edison was thrown out. He then went into company with Pope & Ashley (the latter now being editor of the *Journal of the Telegraph*).

The Pope and Edison printer was brought out, and a private line system put in active operation. This was soon sold to the Gold and Stock Company, and Edison has for many years been retained in the service of that company and the Western Union Telegraph Company at a large salary, they having the first option to purchase his inventions pertaining to telegraphy at prices agreed upon in each case. Edison's inventions pertaining to the gold and stock telegraphy soon replaced the old apparatus, and that system is interwoven with his inventions and improvements. At the formation of his intimate connection with the Gold and Stock Company, he established an immense electrical manufacturing establishment at Newark, which was divided into three large shops and two laboratories for experiment. He employed upward of 300 men, and was himself the busiest man in America. He gave himself scarcely any time for sleep. An idea of his determination and persistence can be gained from the following incident: He had been given an order for \$30,000 worth of improved printers. The sample instrument had worked an experimental circuit, but the first instruments for practical use proved a failure. In vain he sought to remedy the defect, till finally, taking four or five of his best men, he went to the top floor of his factory, remarking that they would never come down till the printer worked. They labored continuously for sixty hours, and he was so fortunate as to discover the fault, and made the printers operate perfectly at an expense of \$5,000. Such severe and protracted labors are common with him. He says after going without sleep more than the ordinary hours he becomes nervous, and the ideas flow in upon him with great rapidity. His sleep after these efforts is correspondingly long, sometimes lasting thirty-six hours. He knows no such division as day and night in his labors, and, when the inspiration is upon him, pursues the investigation and experiment to the end.

As a manufacturer he did not prove a success. The more resources at command, the greater his efforts at invention. At one time he had forty-five distinct inventions and improvements under way. All the large sums received for his patents and the profits arising from manufacturing to the amount of nearly \$400,000 have been expended in inventive efforts. He finally became excessively annoyed at the tax upon his powers arising from regular business and concluded to remove to some small place inconvenient to reach, where he would be free from curiosity seekers, and have opportunity to put into practical shape his conceptions. In 1876, he sold his machinery and moved his family to Menlo Park, N. J., on the Pennsylvania Railroad, twenty-four miles from New York. Here, on the crest of a hill, remote from other buildings, he built a laboratory 28x100 feet, two stories in height. In one room on the ground floor he has a machinery department, in which is located a ten-horse-power engine, and a collection of expensive tools, so that any appliance, however intricate, can be made under his own inspection. In another room are ranged on shelves and in cases the models of a large number of his experiments and inventions. Here are also to be found many instruments of precision which he has purchased at great costs to assist in his investigations. His library is entirely scientific and costly, but not large. On his upper floor he has ranged upon shelves thousands of bottles of chemicals, and he makes it a rule to purchase some of every known chemical or mineral, to have at hand in case of need. Here he conducts his experiments under his personal supervision. He has always with him three or four assistants, whom he has selected on account of their skill as draughtsmen or workmen, willingness to comply with his wishes, and their physical endurance, which, with him, is an important consideration. Messrs. Charles Batchelor, Scotch, and James Adams, Irish, and Mr. Kusel, of German descent, are the principal assistants. Sometimes he has fifteen men employed exclusively in developing his inventions, if of importance and near completion. Edison was described by the United States Patent Commissioner as the young man who has kept the path to the Patent Office hot with his footsteps. He has been granted 112 patents in this country, and has some twenty applications pending in the office. His most valuable inventions have been patented in many foreign countries. Of his American patents, thirty-five pertain to automatic and chemical telegraphs,

eight to duplex and quadruplex telegraphy, thirty-eight to printing telegraph instruments, fourteen to Morse telegraph apparatus proper, and the remainder relate to fire alarms, district and domestic telegraphy, electric signals, the electric pen, the speaking phonograph, and a variety of electrical and non-electric apparatus.

The printing telegraph instruments, the automatic or chemical system, by which 1,000 words a minute can be transmitted on a single wire for medium distance; the quadruplex system, by which four messages at a time are sent on the same wire by the Morse method; the electric pen, the carbone telephone, which exceeds all others for its loudness and distinctness; the speaking phonograph, and the ærophone are among his most valuable productions.

He has made many extremely interesting and minor discoveries, such as the lubricating property of electricity upon which the electro-motorgraph is based, and upon which could be built an entirely new system of telegraphy. His mind is so prolific that he can always afford to accept reasonable compensation for his inventions.

He is sharp at a bargain, and has been styled a Tallyrand in negotiating for the disposition of his inventions. His peculiarities and the great value of his inventions have led to severe struggles for the possession of some of them. His great anxiety seems to be to give an equivalent invention for the price asked; but he professes to be utterly without conscience in case of any attempt to overreach him. In person he is five feet nine and one-half inches tall; he wears a seven and seven eighths inch tall hat; his hair is black and is worn short and is slightly gray. His complexion is pale and fair; his eyes are gray and piercing; he has a sharp nose and countenance. When in application, his look is most intense, although there is often a merry twinkle in his eye. His chest expansion is five inches. His powers of application, patience and endurance are something wonderful. He begins where most people leave off, and, like a Morphy at chess, carries on five or six lines of experiment in totally different divisions, never ceasing any of them till a result is reached or an impossibility proved. He keeps a careful record of each day's experiments, properly witnessed, and numerous volumes of such statistics. He is quite hard of hearing and his accomplishments with the telephone are most remarkable on account of this defect. For a long time he was unable to distinguish the sound produced, and depended upon his assistants. He many times despaired of a result. At last he got his carbon telephone sufficiently loud so that he could hear it over long distances without difficulty, and was satisfied. That such a man should go on and eliminate the speaking phonograph is surprising, and in view of his defect, he may almost be forgiven the production of the ærophone, intended to talk from three to ten miles. He was married to Miss Mars Stillwell, of Newark, in 1873. The medallion on the new silver dollar is an excellent profile likeness of her. Their honeymoon was eccentric, as Edison, although in the same city, could not leave his work for more than a few hours two or three times a week, owing to business engagements."

Whatever may be the outcome of electricity, the theory and art of its control must be in a great measure credited to him. The successes attendant on his late inventions, the adoption of the electric light system, and the illimitable possibilities of his profession, point out the brilliancy of his future life, while making the past secure.

#### CHARLES P. EDISON

Charles P. Edison, the subject of this sketch, who died in Paris, France, October 19, 1879, was a nephew of Thomas A. Edison, the inventor, and at the time of his death was employed by his uncle in introducing some of the wonderful inventions that have made the name of Edison known in every land. He was born at Port Huron, Mich., March 5, 1860. His mind in his early youth like that of his uncle, was given to the investigation of every novel and curious thing that came under his notice. The discoveries made by the great inventor seemed to inspire young Charlie with a desire to accomplish something in the world of inventions. At the early age of eleven years, he was constantly experimenting in his rude and novel way with electricity, and to satisfy his desire to unravel the mysterious force, and to give his mind a wider scope, his parents gave the young lad permission to visit the laboratory and work shop of his uncle, then located at Newark, N. J. So infatuated was young Edison with what he saw,



that he remained several months, during which time he was constantly at work, sometimes investigating and experimenting on his own account, but always watching closely, storing up in his young mind everything that came under his observation. On his return home, he at once fitted up a small workshop and laboratory, and filled it with various kinds of chemicals, machinery and tools which were bought with money he earned in numerous ways, and spent all his leisure time in experimenting. His tastes and habits now, as in later years, were so similar to those of his uncle that it was quite remarkable. He was always looked upon as an eccentric youth, seldom mingling with his companions in their every day sports, for his whole mind seemed to run to science. At this time he subscribed for many scientific journals. Among the number was the *Scientific American*, and he was its youngest subscriber. He organized a sort of telegraphic exchange, made telegraph instruments, constructed batteries, put up a line and held evening communications with his associates. So intent was he upon pursuing his experimental work that often his parents would retire leaving the young enthusiast in his miniature laboratory at work, and frequently it would be far on to the morning before he would retire to rest. In the winter of 1878, the Common Council of the city decided to put up a fire alarm telegraph and advertised for proposals. Young Edison submitted a bid which was accepted, being so thoroughly familiar with the cost of material and expense of instruments that his propositions proved to be far below his competitors. Inside of three weeks it was in working order, and it has never failed in any particular to perform all that was promised. In April, 1878, he again left his home to reside in Menlo Park, N. J. He soon became the principal co-operator of his uncle in the invention of the new receiver for the loud speaking telephone—a telephone which made the voice loud enough to be heard through a large hall. After six months of unceasing labor, he finally completed it and was immediately sent to New York City to superintend the manufacture of these instruments to supply an order received from England. The 26th of last February he was sent by his uncle to exhibit these instruments before the Royal Society of London and the Prince of Wales; and from the first made it a perfect success. While abroad, he met many men of note, among them Prof. Tyndall, at whose house he was a guest, and who spoke in the most flattering terms of his genius. Also the King of Belgium, to whom he gave much information concerning the telephone and electric light, and also upon the subject of establishing telephonic communication between Belgium and England. At the time of his death, he was actually occupied in installing the quadruplex system of telegraphy of his uncle between Paris and Brussels, and was the only person in Europe who could operate it. He gave promise of a genius hardly second to that of his uncle, and already had made some inventions which were likely to give him a national or world-wide fame. A French paper, *La France*, in publishing a brief biography of him, says: "Although young, still he had shown great capacity and aptitude in invention. Science and society suffered a great loss in his death."

#### CHURCHES.

The churches of Fort Gratiot are the Methodist, Episcopal and United Presbyterian Churches in the village. The pastor of the Methodist Church is Rev. Francis Berry; Rev. T. W. Monteith of the Presbyterian, and Rev. George M. Skinner of the Protestant Episcopal.

#### ST. PAUL'S MISSION, FORT GRATIOT,

was established in 1873. The present pastor is Rev. G. M. Skinner, who came in 1881. David Curtis Maitland, James Kirkland, Wardens; James Kirkland, Lay Reader.

The following is the report tendered to the congregation of 1882:

Baptized—Infants.....	31
Adults.....	2
Total.....	33
Confirmed.....	13
Communicants admitted in the parish.....	38
By confirmation.....	13
Received from other parishes.....	12
Total added.....	25

Died.....	1
Removed from the parish.....	1
Total lost.....	2
Present number.....	57
Marriages.....	1
Burials.....	6
Public services—Sundays.....	109
Holy days.....	2
Other days.....	45
Total.....	166
Holy communion—Sundays.....	11
Holy days.....	1
Private.....	1
Total.....	13
Congregational Fundus.....	42
Individuals not included in families.....	14
Total of souls.....	240
Sunday School—Teachers and officers.....	11
Scholars.....	110
Average attendance.....	66
Bible Classes—Teachers.....	2
Scholars.....	10
Average attendance.....	9
Catechising "openly in the church".....	45
Sunday School library (volumes).....	150
Parochial organizations—Church Aid Society, Relief and Visiting Committee.....	24
Communion alms not otherwise reported.....	\$ 22 46
Rector's salary.....	405 00
Other current expenses.....	86 26
Total for Parochial purposes.....	\$513 52
Christmas fund.....	2 14
Domestic missions.....	1 32
By the Sunday School—For its own purposes.....	23 10
Total of contributions and offerings.....	\$515 98
Sources of property—Offerings.....	515 98
Subscriptions, gifts, pledges, etc.....	405 00
Value of Church Property—Church.....	180 00
Church lot.....	600 00
Total value of property.....	2,400 00
Salary pledged to the Rector.....	500 00
Number of sittings in the church (free).....	300
Indebtedness—Church.....	266 25
Church lot.....	133 75
Due the Rector.....	60 00
Total of indebtedness.....	\$ 460 00

An account of the organization of the other churches is given in the general history.

In June, 1882, an old resident of the village contributed the following little chapter of reminiscences to the *Ft. Gratiot Sun*:

"Of the transmutations that time effects, at least in the external world, the writer has been most forcibly impressed by a visit to Ft. Gratiot, after an absence of almost half a century.

"As I approach the old military grounds, I look in vain for the 'star-spangled banner' that always floated over the fort; and as I come nearer, instead of the tall, whitewashed pickets that surrounded the barracks, and the threatening field pieces that guarded the gates, and the blue-coated sentinel pacing his silent beat, I find a busy, bustling city, with all the activities of trade and business. The fort—where is it? Only a few fast-disappearing ruins mark its site. I go down what was once a steep bank toward the river, where the bake house and the sutler's shop stood. I find the spot occupied by railroad tracks, locomotives and cars.

"Where once only the tattoo or the reveille broke the stillness of the evening or morning air, now the shrieking of the iron horse, night and day, wakes the echoes.

"I look at the river—the same swift volume of water glides down; but now it is disturbed by the ponderous ferry-boat with its enormous load, and symmetrical propellers cleaving their rapid way, and the little smoke enveloped tugs steadily breasting the current, and forcibly persuading their white winged retinue to follow in their wake. But when I last looked upon its crystal waters, no cloud of steam or smoke shaded its surface, save at long intervals some unwieldy side wheeler, the Pennsylvania, Superior, or some other of the half dozen steamboats that then cleft the waters of our inland seas, came toiling up, hugging to its sides some two or more sailing vessels which, mayhap, had lain for weeks at the foot of the rapids, vainly wooing a southern breeze. I look across to the Canadian side, where then no sign of human proximity could be seen along its unbroken beach, and flocks of wild plover fluttered unmolested over the white sand. Now, great edifices, depots, and all the accompaniments of trade, travel and transportation meet my eyes.

"All is changed, so strange here, I will stroll up toward the lake and pass by the old plum trees that strewed the grass with their crimson fruit, and see the wild grape vines once loaded with purple clusters, and where I had seen a hundred wigwams, that for a few days sheltered the tawny natives, who had come from Saginaw Bay to receive their annuities from Uncle Samuel. I remember they were in full dress; indeed, it was a 'full dress party,' that would have more than satisfied the most rigorous demands of fashion, for not only were their necks, arms and shoulders bare, but their chests and lower limbs also. But surely, this is not the place, for here is nothing but streets, stores and dwellings. Still it must be, for there stands the old light-house where the courteous old Scotchman, Mr. Dougall, trimmed the lamp to guide the few mariners of the lake on their nightly way.

"Well, as I find nothing familiar here, I will go back west of where the fort stood and rest under the thick foliage of the pines, which form a lovely canopy over the beautiful meandering paths that have been cut through them. I go, but, instead of the fragrant pines, I find nothing but streets, streets, and rows of cozy cottages. 'Halloa, there! my little fellow; I'll take one of your newspapers. What have you?' 'The Ft. Gratiot Sun.' 'Why, 'tis almost like a metropolitan sheet.' Well, well, this settles it. It is too convincing an evidence of the progress of enterprise and civilization, to look further for any relics of the dead Past here. But that makes me think of it. If the Past is dead, I will wander down to the cemetery and find its grave or some of

"The names I loved to hear  
Though carved for many a year  
On the tomb."

"I look for the cemetery—where is it? That, too, is gone! moved. And is all, everything changed? No; for of all the landmarks of the Past, I remain the same. But as I stand, and with my hook and line lift one of the finny tribe on to the dock, I catch the reflection in the water of a figure that is not the face nor form at all of the one, that forty-seven years ago stood there, engaged in the same amusement."

#### BIOGRAPHY.

This most important branch of township history must commend itself to every one. That it necessarily contains much valuable information and the relation of a series of events more or less historical must be conceded. Therefore, it is considered proper that anything which should claim a place in the pages devoted to it should be passed lightly over in the foregoing chapters, in order to avoid repetition, and to intermingle with these interesting sketches the more complete facts gleaned from the party who knows them best.



## BIOGRAPHICAL SKETCHES.

**LUCIUS BEACH**, farmer, Section 32, P. O. Port Huron, is a native of the town of Norfolk, Litchfield County, Conn. and was born November 13, 1808. Upon reaching manhood, he decided to go West, and went to Buffalo on the canal, and from there went on the steamer *Enterprise* to Cleveland. Remained in Ohio a short time, and came on a sail vessel to Detroit; waited there one week for a vessel to come to Port Huron, and then came up on a steamboat called *The Argo*, and was three days on the way, and reached here November 18, 1830, and was one of the earliest settlers here. There are only a very few here now that were here when he came, fifty-two years ago. He engaged in teaching, and taught one of the first schools on the river. He also engaged in buying and shipping lumber to Ohio, then bought land and took off the timber, and afterward engaged in farming. He entered the land where he now lives from the Government. Owns a good farm of about 200 acres. In 1833, he married Miss Julia Ann Barrett, from Ohio. She died April 3, 1882, leaving seven children—Julia, now Mrs. Porter, St. Louis; Matilda, now Mrs. Porter, and lives near home; Lucius lives at St. Louis; William, Montcalm County; George, at home; Fred H., Montcalm County; Laura, now Mrs. Charlier, Binghamton, N. Y.

**C. G. BROWN**, dental surgeon, is a native of Macomb County, Mich., and was born April 16, 1859; he attended school there and at Baltimore, and studied dentistry at Richmond, and afterward was engaged in practice there and at Cairo. He came to Fort Gratiot in October, 1882, and since then has practiced his profession here. He married Miss Lillie Brown July 27, 1882; she is a native of the town of Columbus, St. Clair County.

**D. HOBERT BRYCE**, owner Ox Bow Dairy Farm, Section 27, P. O. Port Huron, is a native of St. Clair County, and was born in Port Huron, November 20, 1847. His parents, David and Mary Ann Bryce, were among the early settlers of this county. Hobert grew up and attended school in Port Huron, and since reaching manhood has been engaged in farming and dairying. He owns an excellent farm, over 200 acres, and there is a large demand for milk and cream from the Ox Bow Dairy Farm. In 1874, Mr. Bryce married Miss Alwilda Cowles, a native of this county; they have three children—Inez M., Gertie J., and an infant daughter.

**R. G. BURWELL**, dealer in drugs, medicines and stationery, is a native of Canada, and was born April 17, 1858; he grew up, attended school, and learned his business there; attended the College of Pharmacy at Toronto, and is a graduate of that institution. He has been connected with the drug business since 1873. In 1879, he came here and established his present business, and has the only drug store here, and has a nice trade.

**WALTER T. BUSBY**, dealer in hardware, stoves and house furnishing goods, is a native of Michigan, and was born in the city of Detroit May 23, 1851. His parents removed to Ypsilanti in 1853, and he attended school and learned his trade there. In 1870, he came to Port Huron and the following year went to Saginaw, and afterward went to Grand Rapids, and other places in Michigan; in 1873, he came here and established his present business, and since then has successfully carried on the business here. He was burned out in July, 1881. He held the office of Town Clerk six years consecutively, and is a member of the Masonic fraternity, and the Royal Arcanum. He married Miss Lillie E. Bennett, of Port Huron, September 4, 1874; they have one son—E. Bennett.

**JAMES S. BUTTON**, contractor and builder; he is a native of Onondaga County, N. Y., and was born March 1, 1845; he grew up and partly learned his trade there. Came to Detroit in October, 1864; entered the employ of the street railway company; continued work until the winter of 1865-66. Went to work for the government at Fort Wayne until the month of May following, was sent to Fort Brady, and work was completed in October, and in December, 1866, was ordered to Fort Gratiot to repair soldiers' quarters there; the work was finished early in the spring of 1867. Was married in Detroit to Miss Mary Howay, a native of Canada, June 3, 1867, and came to Fort Gratiot on June the 10th, 1867, and began building, and since then has been successfully engaged in contracting and building. He is also interested in the lumber business. Holds the office of Township Treasurer, and has served on School Board for five years; was School Treasurer for three years. They have one son, Lewis F., and have lost two children—Ella and Charlie. In the spring of 1883, he was elected to the office of Village Clerk.

**HEMAN CLARK**, farmer, Section 29, P. O. Port Huron, is a native of New York, and was born in the city of Buffalo August 31, 1848. After reaching manhood, he came here in 1873, and since then has been engaged in farming, and owns a farm of ninety-five acres. He married Miss Emma L. Stevens November 9, 1871; she was born on the farm where they now live, and is a daughter of Henry and Mary Kimball Stevens, who were early settlers here. Mr. and Mrs. Clark have three children—Delbert H., Edith E., Milo V.

**L. D. COLLINGE**, house and sign painter, is a native of Watertown, N. Y., and was born May 24, 1853; when twelve years of age went to Canada, and lived there eight years; began learning his trade in Chicago. He was afterward engaged in his business at Big Forest, Canada, five years, and came here to Fort Gratiot in July, 1878, and since then has been engaged in business here, and has the leading trade. He belongs to the order I. O. O. F. He married Miss Julietta Fleetham October 6, 1876; they have two children—Neil A., Walter D.

**JOSEPH DAVIS**, Deputy Collector of Customs, is a native of Maine, and was born July 9, 1829. Upon reaching manhood, came to St. Clair County and remained one year; then returned to his native State; and in 1851, married Miss Mary Ann Abbott, of that State; in 1855, they came to Port Huron and remained here four years; after the war broke out, he enlisted and served in Battery C, Harris Battery Illinois Artillery; was discharged on account of disability. In 1864, enlisted in the Tenth Regiment Michigan Infantry; served until close of war; he returned here in 1868; he has held the office of Justice of Peace eight years, and has also held office of Township Clerk, and for some years Superintendent of Sabbath school. He was appointed Deputy Collector November 1, 1880; and since then has held that position.

P. M. EDISON, merchant, is a native of Vienna, Canada, and was born October 23, 1833. Upon reaching manhood he went to Wisconsin, and in 1857, he went to Minnesota and engaged in the stock business, and buying and selling land, and remained there several years, and came to Fort Gratiot in 1865 and engaged in mercantile business. In 1871, he built his store on Main street, and it was destroyed by fire in January, 1877; he rebuilt the same year, and the store was again destroyed by fire in July, 1881, and was immediately replaced by the present fine three-story block. Mr. Edison is also engaged in mercantile business in Minnesota.

SAMUEL EDISON, father of the renowned electrician, Thomas A. Edison,\* was born in the town of Digby, county of Annapolis, Province of Nova Scotia, August 16, 1801. He came to Canada in early life, and lived there until the rebellion in 1838, when he came to Michigan and lived in Detroit one year, then removed to Ohio, where he lived until 1852, when he came to this county, and since then for over thirty years has resided here. He was engaged in the lumbering business for many years, and has also been engaged in fine copying or drafting for a house in New York. He has held the office of magistrate for seven years. Mr. Edison was united in marriage September 15, 1828, to Miss Nancy Elliott, a native of Chenango County, N. Y. She died April 10, 1871, leaving three children—two sons—William Pitt, living here; Thomas A., the famous electrician, of New York; one daughter, Marian, now Mrs. Page, of Milan, Erie Co., Ohio. At present, 1883, he is in the enjoyment of robust health, and actively engaged in business in Fort Gratiot, being associated with a Mr. G. W. Halfman (an excellent chemist) in the manufacture of laundry and toilet soaps, baking powders, bluing, flavoring extracts, etc., the works being known as Fidelity Chemical Works. His energy is unimpaired by age, and he shows more enterprise in his various undertakings than many a man of forty.

CAPT. JOHN EGAN, of the Grand Trunk Ferry Line, is a native of Canada, and was born September 23, 1840. He began sailing in 1857, and three years later he began on the railroad ferry, and since then for the past twenty-two years has been connected with it, and for the past eleven years has sailed as master of the International and the Huron. He has been in the marine service twenty-three years. In 1866, Capt. Egan married Miss Margaret A. Crawford, of the city of Detroit. They have seven children—Annie, John, Maggie, Nellie, Cornelius, Louise and Leo.

LUCIUS E. FARRAR, dealer in coal and wood, is a native of Fairfax, Vt., and was born July 23, 1847; his parents removed to Canada in 1856; he was brought up there, and attended school at St. Johns and Montreal; learned the French language; he entered the employ of the Grand Trunk Railroad, and was with the line six years; he came to Fort Gratiot in 1879, he established his present business in 1882, and is building up a good trade. He is a member of the Village Council, and is Secretary and Treasurer of the United Presbyterian church. He was married August 12, 1874, to Miss Elizabeth Dow, a native of Montreal, Canada. They have two children—Lillian S., Alexander D.

JOHN FRENCH, assistant foreman of car repairs, was born in England, January, 30, 1839. His parents came to this country in 1843, and he grew up and learned his trade in Canada, and came to Port Huron in June, 1865, and since 1867, has been connected with the shops here. He was in the locomotive department for some time. He was appointed in 1881, to his present position as assistant foreman of car repairs. Mr. French married Miss Dinah C. Vickers, of Canada, March 4, 1862. They have three sons—Fred G., Robert E., infant; and three daughters—Mary Ann, Eliza Jane and Henrietta.

ROBERT E. FRENCH, manufacturer and dealer in boots and shoes, is a native of England, and was born January 20, 1835. He came to Canada in 1842, and grew up and learned his trade there. After reaching manhood, he came here in 1861 and began working at his trade, and since then for the past twenty-two years has carried on the business here, and is the oldest in actual business here. In 1870, he was appointed postmaster and has held that office for twelve years; has also held the office of Justice of the Peace for seven years, and then resigned; has served as Town Treasurer. In 1854, Mr. French married Miss Henrietta Nottingham, a native of England. They have three children—Timothy, George and Mary.

FRED GARBUTT, is a native of Toronto, Canada, and was born March 14, 1848. He received his literary education there and afterwards took a commercial college course; he came here in 1870, and was engaged in teaching for four years, and then was connected with the Grand Trunk Railroad. In 1879, he accepted the position of principal of the school here, and held that position until July, 1882; he holds the office of Village Clerk. Mr. Garbutt was united in marriage March 18, 1869, to Miss Sarah A. Savage, a native of Toronto, Canada. They have four children—Florence E., George E., Harry and Russel. They lost one daughter—Mabel Clare, and one son, Fred.

JULIUS GRANGER, Justice of the Peace, is a native of Ontario County, N. Y., and was born May 15, 1824; his parents came West to Michigan in 1836, and settled in St. Clair County in the town of Columbus. Upon reaching manhood he worked in the saw mill at St. Clair, and was connected with that business for eight years; then went to Mackinaw with his father, who was appointed keeper of the "Boy Blue Island Light House." He remained in Mackinac and vicinity for twelve years, while living there was elected Sheriff of that county, and held that office during the Mormon trouble, and had the men who shot Strang under his charge. They were delivered to him by the Captain of the United States steamer, Michigan. Mr. Granger also held the office of Collector and Treasurer; he came to Fort Gratiot in 1870, and since then has resided here, and has held the office of Justice of the Peace for the past twelve years, and is a member of the School Board. He married Miss Ann Baker, of Columbus, February 27, 1848; they have four children—Charles L., Henry N., Julius N. and George A.

JAMES HALL, farmer, Section 29, P. O. Fort Gratiot, is a son of James and Mary Hall. His father was born near New Haven, Conn., and his mother was born in Lower Canada. They came to this State and settled in this county in 1825. He lived on the river, near Judge Bunce, for a short time, then removed to St. Clair and remained several years, and then came here and settled on Black River. He died in Cleveland in 1840.



His wife still survives him, and is eighty three years of age. Of a family of thirteen children, only three survive, James, George and Phebe. James, the oldest son living, was born in Rochester, N. Y., April 24, 1824, and came here with his parents in 1825. After reaching manhood he engaged in lumbering for some years, and afterward engaged in farming, and has since lived on his present farm. He has sold considerable land, but still owns 183 acres. Has held the office of Justice of the Peace and school offices. Mr. Hall married Miss Mary King, October 11, 1851, she is a native of New York State. Her parents came to Michigan in 1831, and settled in Monroe County.

**HENRY HARRINGTON**, farmer, Section 31, P. O. Port Huron, is a son of Jeremiah and Polly Fay Harrington. His father was born in Greenfield, Mass., October 29, 1774, and died in St. Clair County, Mich. His mother is a native of Ohio; they came to Michigan and arrived in this county in 1820, and were among the earliest settlers here. His father was in the employ of the Government, and carried the mail in Ohio during the war of 1812. After they came here he engaged in lumbering. He died March 30, 1853, his wife still survives him and lives in Port Huron, and is eighty-eight years of age. Henry was born within one mile of where he now lives April 24, 1821. As there were only a few families of white people here then, his playmates were mostly Indian boys; he could speak the Indian language as well as his own, and has not yet forgotten it. He engaged in lumbering and afterward engaged in farming, and a part of the land of the farm where he now lives was pre-empted from Government by his father in 1822. A part of the land is noted for producing large crops, and Mr. Harrington raises a larger crop of potatoes than any farmer in St. Clair County, and has raised more corn on an equal amount of land. Mr. Harrington is the oldest native born settler of the county now living here. He has always been fond of hunting, and has probably killed more deer than any other one man in the county. During the winter season he dresses and tans furs and deer and bear skins. He has held town and school offices. In 1846, he married Miss Nancy Shirkey, a native of Romeo, Mich. They have three children—Mary, now Mrs. Benson; Henrietta, now Mrs. Baldwin, of Almont, and Henry at home.

**JOHN HARRINGTON**, farmer, Section 28, P. O. Port Huron, is a son of Uriah and Catharine Harrington, and was born in New York State October 19, 1826. He came here with his parents, who arrived in this county in 1831, and were among the earliest settlers; they settled in the town of Clyde; his father died in 1878, and his mother is still living. After reaching manhood he has been engaged in lumbering and farming, and now owns a farm of sixty-seven acres. He has held school offices. He married Mrs. Eunice Harrington Folsom, a native of New York State, April 29, 1851; their children are: Catharine, George, John, William and Cyrus.

**CAPT. GEORGE HARTMAN**, deceased, was born in Tioga County, Penn., May 13, 1830, he was a son of George and Catharine Hartman. His mother died when he was seven years of age. He came to Fort Gratiot with his father's family in 1843. He began sailing when twenty years of age; after learning the trade of ship carpenter in Buffalo, he built the "Free Democrat" and sailed her four years. In 1855, October 21, Capt. Hartman was united in marriage to Miss Maria C. Holland, a native of Connecticut, a daughter of John J. and Charlotte Bishop Holland. Capt. Hartman and brother built the "Hibbard" and sailed her four years, then bought the schooner Home and was master of her fourteen years, until his death, which occurred February 12, 1880. Capt. Hartman was in the marine service over twenty-nine years. He left a wife and five children, three daughters and two sons—Ida, at home; Mary, now Mrs. George Dowson, living here; Carrie, at home; Daniel and George.

**ROBERT HAYZELWOOD**, turner, round house Chicago & Grand Trunk Railroad, was born in Newton, Yorkshire, England, November 25, 1820, he came to Canada in 1831, and grew up there, below Toronto. In 1853, he went in the employ of the Great Western Railroad, and was with that company five years, and in 1858, he entered the employ of the Grand Trunk Railroad, and since then for the past twenty-four years has remained in the employ of the company, and for twenty years has been in the round house, and during that time has never been fined or suspended. He married Miss Sarah Marsh, a native of Devonshire, England, born March 29, 1845. They have six children—Grace, Elizabeth, Thomas, Harriet, John and Sarah Ann.

**STEPHEN HILL**, farmer, Section 31, P. O. Port Huron, is a son of Hosiel and Mary Hill, who were among the earliest settlers here. He was born on Black River in this county October 8, 1838; he grew up to manhood here and engaged in lumbering, and afterward engaged in farming, and owns a farm of eighty acres. He raises a large amount of strawberries, over 100 bushels the past year. He is a large bee keeper, and has over 100 swarms, which yield a large amount of honey. He has for many years held various school offices. He married Miss Annie Thompson, of Detroit, October 12, 1858; they have eight children—Marietta, Emma, Isaac, Ella, Lillah, Norman, Avery and Manly.

**R. F. HOLLAND**, fisherman, Section 26, P. O. Fort Gratiot, is a native of Connecticut, and was born in New Haven June 10, 1811. Upon reaching early manhood he came West in 1831 to Cleveland, and the following spring came on the fishing boat Defiance to Port Huron, and stopped at the light house with Paul C. Cross and engaged in fishing. He was one of the earliest settlers here; there were plenty of Indians here then. In 1840, he took a fishing crew of ten men and went up north of Mackinac, and took an interpreter and had an interview with "Bear Skin," the head chief of the Chippewa nation; during the season he put up 2,600 barrels of white fish. Mr. Holland has been engaged in fishing for one-half a century, and is the oldest in the business in the State, except John Clark, of Detroit. In 1836, he married Miss Elizabeth Cross, of Onondago County, N. Y., she died November 16, 1876, and left six children—Ransom S., Elizabeth, now Mrs. Moriarty, of Kansas; Henry, Frank, Mary Ann, now Mrs. Davidson, of Bay City, Robert T. Mr. Holland married Mrs. Grace Ann Seymour, of Lower Canada, February 6, 1877. He has held town offices.

**JOHN R. JOHNSTON**, freight house Chicago & Grand Trunk Railroad, is a native of England, and was born in the County of Westmoreland March 4, 1818. He emigrated to the United States in 1848. He went back to England and returned here in 1851, and was in the employ of the Michigan Central Railroad



six years. In 1857, he entered the employ of the Grand Trunk Railroad, and was on the survey of the line and since then, for the past twenty-five years, he has remained in the employ of the company and is one of the oldest employes of the line. In 1837, he married Miss Elizabeth Foster, a native of Cumberland, England. She died in 1874. In 1881 he married Mrs. Lovena Kane, a native of Canada.

THEODORE C. KAESMEYER, dealer in fresh and salted meats, is a native of St. Clair County and was born in Port Huron July 24, 1862; he grew up here and learned his business in his father's market. In 1881, he succeeded to the business, and has a good established trade; it is the oldest meat market here.

JAMES KERWIN, is a native of Ireland, and was born in 1817, and emigrated to America in 1849, and came the same year to this county and began working in saw mill; he was fireman and ran engine in mill for thirteen years; afterward engaged in farming for some years. In 1880, he built his present home and since then has resided here. He owns town property. In 1840 he married Miss Mary Connors. She was born in Ireland. They have had eleven children; only two survive—Richard and James H.

TOWNSEND LYMBURNER, farmer, Section 18, P. O. Port Huron, is a native of Canada, and was born in Lincoln County, Ontario, May 2, 1832. He grew up and lived there until 1861, when he came to Detroit, and the following year in June, came to this county, and afterward engaged in lumbering; he bought the land where he now lives and came on the place in 1866, and since then has been engaged in farming; owns 200 acres of land. He held the office of Supervisor eight years, and was Highway Commissioner three years, and served on School Board many years. Mr. Lymburner married Miss Alice Stevens, a native of Oakland County, Mich., July 13, 1867. They have six children—Sadie, Millie, Arza, Grace, Charlie, Florence.

WILLIAM McCLARY is a native of Ireland, and was born in County Antrim January 7, 1843. He emigrated to the United States in 1861, and came to this county and entered the employ of the Grand Trunk Railroad; was foreman for several years, and for fifteen years held the position of engineer, and was one of the oldest engineers in the employ of the company. He belongs to the Brotherhood of Locomotive Engineers. He married Miss Catherine Morrow August 15, 1870. She was born in County Antrim, Ireland. They have three children—Mary, Margaret and Elizabeth.

DUNCAN McKELLAR, Fort Gratiot, Mich., was born in Argyle, Scotland, in August 12, 1819; came to Canada 1831; lived there eighteen years, came to Port Huron in 1849; in 1853 was elected Marshal of the place; was for twenty-five or thirty years in the hotel business; in 1873 he built a brick hotel in city of Port Huron, cost \$20,000. 1876, moved to Fort Gratiot, and is now Marshal and Street Commissioner of the village. In 1846, he married Miss Phebe McElroy, a native of Ireland; have had six children, only one survives, a daughter—Eliza.

GEORGE B. MANN, Deputy Collector Customs, is a native of Ohio, and was born in the city of Toledo July 15, 1845. His parents came, during his infancy, to Port Huron upon the breaking out of the war. When only sixteen years old, he enlisted in the Second Michigan Cavalry, under command of Col. P. H. Sheridan, and served his term of enlistment; then re-enlisted in the same regiment and served until the close of the war, and was mustered out of the service in August, 1865. After the war, returned here; in 1872, was appointed Deputy Collector of Customs, and since then for past ten years, has held that position. Mr. Mann married Miss Mary Fitzgerald, a native of the city of Cleveland, November 14, 1877. They have one son—George B.; and lost one daughter—Florence A.

CHRISTIAN MAY, farmer, Section 32, P. O. Port Huron, was born in Prussia, Germany, January 6, 1828. Emigrated to this country in 1854, and the following year came to Port Huron and bought land and engaged in farming, and has lived here twenty-seven years. He owns a good farm—150 acres of land; he has held school offices for past fifteen years, and other town offices. He married Miss Mary Hoffman, a native of Germany, August 27, 1857. They have six children—Jacob, Mary, Christian, Katie, Maggie and Minnie.

CAPT. JAMES A. MAY, of the Grand Trunk Ferry Line, is a native of Scotland, and was born November 30, 1831. His parents came to this country in 1837, when he was only six years of age, and settled on the Niagara River three miles below the Falls. He began sailing at an early age; the first steamer he was on was the Emerald; then was on the steamer London, with Capt. VanAllen, and was also with him on the Canada and the Mayflower; afterward with him on the Ploughboy and the Wave; and when only twenty years old was Captain of the Clifton; then went on the ferry boat International between Fort Erie and Buffalo, and remained there for nineteen years; until the International bridge was completed, when he was removed here, and since then has been Captain of the International Railroad Ferry boat. He has sailed as master for sixteen years, and has been in the marine service over one-third of a century. In 1869, Capt. May married Miss Belle McDonald, of Bay City. They have one daughter—Anna Belle; and lost one daughter—Margaret.

JACOB MILLER, deceased, whose oldest daughter is Mrs. Charlotte Montross, living on Section 30, P. O. Port Huron, was a native of the State of Pennsylvania. He was a brother of John Miller, the banker. He came to this State, and was one of the earliest settlers here. In 1833, he married Miss Henrietta Cox, a native of New York State, and was born in Cayuga County July 4, 1813. She came here with her brothers and sister in 1830, and they lived in St. Clair. She used to paddle a canoe with the skill of an Indian. They were married in the town of St. Clair, and removed to Desmond, now called Port Huron; and her husband was engaged in lumbering and farming until his death, which occurred August 10, 1860. He left four children, only two of whom survive, one daughter—Charlotte; and one son—Benjamin. Charlotte, the eldest daughter, is a native of this county; in 1853, she married James Montross. He was a native of St. Thomas, Canada; and came here in 1851. They lived in Port Huron for many years and he was engaged in the livery business, and on account of his health came on the farm where he lived until his death, which occurred June 21, 1874. He left three children—Ben. A., married; Jacob, Ella, now Mrs. Maloney, living in Chicago.

DANIEL MOONEY, farmer, Section 18, P. O. Port Huron, is a native of the Province of New Brunswick, and was born December 18, 1818. He grew up and lived there and in the State of Maine until 1848, when he came to Michigan and settled in St. Clair County, and entered the employ of D. B. Harrington. He continued lumbering for him on Black River for some years. He bought the land where he now lives in 1852.

and cleared it of timber and made this farm, and since then has been engaged in farming and lumbering. His home farm contains 160 acres, and he also owns 120 acres elsewhere, all the result of his own efforts. He has held the office of Justice of the Peace. In 1848, Mr. Mooney married Miss Mary Wright, a native of Fredericton, New Brunswick. They have five children—Jane, Harriet, Eva, Charles and Ida.

**STEPHEN MOORE**, farmer, Section 19, P. O. Port Huron, is a native of the Province of New Brunswick, and was born December 11, 1829. He is a son of William Moore, a native of Manchester, N. H., and Jane Gilman Moore, a native of Maine. He began lumbering for himself when only sixteen years of age. He came to Michigan and settled in St. Clair County in 1848, and engaged in lumbering. He entered the employ of Avery & Murphy, and has been connected with the extensive business of the firm for over a quarter of a century. In 1874, he went to Hersey, county seat of Osceola County, and held a responsible position in connection with extensive lumbering interests. He remained there seven years, and then returned to his farm. This is the first winter he has not been engaged in lumbering since he was sixteen years of age. In 1856, he bought the land where he now lives, 280 acres, and moved upon it the following year and has it well improved. He has held the office of Supervisor two years. Mr. Moore married Miss Eliza Ann Thompson August 5, 1856. She is a native of the Province of New Brunswick. They have twelve children—seven sons—George W., Fred T., Stephen, Burt, John, Nathaniel, Roy, and five daughters—Clara, Florence, Ada, Grace and Vina.

**ROBERT MORRISON**, pattern maker for the C. & G. T. shops, is a native of Canada, and was born in October, 1829. He came here in 1865. In 1870, he entered the employ of the G. T. R. R., and since then, for the past thirteen years, has been in the shops of the company. He was married in 1854 to Miss Jane Henderson, a native of Scotland. They have five children—Mary, who is now Mrs. George Rettie; Robert, who is an operator in Silverton, Colo.; Lizzie; William, who is billing clerk for the C. & G. T. R. R., and Charles Runnels.

**H. MORSE**, chief train dispatcher G. T. Railway, was born in Ontario September 17, 1839. Commenced telegraphing at Chippewa, Ont., in 1855. Worked on D. & M. Railway in 1859. Two years on G. W. Railway at Clifton, Ont. Three summers at Clifton House, Niagara Falls. Worked in Louisville, Ky., when the war broke out. He entered the service of the G. T. Railway February 22, 1862, and was train dispatcher at Toronto eight years, and Assistant Superintendent Detroit Division from 1870 to 1875, when some of the offices were consolidated, and chief train dispatcher Detroit Division since 1875. He is one of the Aldermen of the village. Mr. Morse was married to Miss Jane Lindsay, of St. Hilaire, Quebec, in 1864. She died in 1870, and left two children—Marion and Ada. He married Mrs. William Jones, of Toronto, in 1873. They have one son—Fred H. Morse. Mrs. William Jones had a daughter (Emma Jones) when married to Mr. Morse.

**CAPT. ISRAEL T. PALMER**, lighthouse keeper, Fort Gratiot, is a native of Augusta, Me., and was born December 11, 1819. He began sailing in 1831, on a packet from Belfast to Boston. In 1833, he shipped on the Talma, on a long voyage to Havana and the Isle of Wight, then to Russia and Stockholm. He sailed on the Atlantic and Pacific until May, 1844; then came on the lakes and sailed before the mast and was mate until 1849; then took command of a schooner and sailed her three years. In 1851 and 1852, he superintended the building of a steam propeller, and then sailed as master of steam vessels until 1875, when he remained on shore. Since 1879, he has been engaged in lighthouse service. Capt. Palmer is a veteran in the marine service, having served over fifty years. He married Miss Mary Meyers, in Buffalo, N. Y., December 13, 1846. They have six sons—Samuel C., Edward S., James O., Walter B., Frank F., Calvin A., and one daughter—Elizabeth C.

**COLUMBUS PHENIX**, of the firm of Phenix & McEntyre, keeps a meat market, is a native of St. Clair County, and was born in the town of Casco June 8, 1846. He was raised on a farm until seventeen years of age. He then went to work in the lumber woods and saw mills for about seven years. He then settled on a homestead in Huron County in this State, and engaged in getting out hoops and staves for about two years. He then moved back to the town of Columbus, St. Clair County, his old home, and from there he came here and has been in business ever since, and is now doing an extensive business. He married Miss Emmerrilla Herrick, a native of the town of Columbus, this county. They have three children—two girls, Ora, Edna, and one boy named Leroy.

**H. W. POWELL**, dealer in jewelry, watches, clocks and silver ware, is a native of Canada, and was born March 2, 1848. He grew up there and learned his trade at Port Hope and Montreal. He came to Fort Gratiot and established his present business in 1880, and is building up a good trade. He held the office of Assessor three years in Canada. In 1875, he married Miss Jane Ironside, a native of Canada. They have two children—Andrew and Bertha.

**L. B. RICE**, dealer in real estate, is a native of Wayne County, N. Y., and was born March 29, 1834. After reaching manhood, he came to Michigan in 1857 and engaged in selling fruit trees, and since then, for the past twenty-five years, has been connected with that business. He came here in 1869, and has been engaged in selling agricultural machinery and dealing in real estate. He married Miss Jennie A. Albinson, of Baltimore, Md. They have two children—Mary A. and Greta M. He enlisted in the Ninth Heavy Artillery August 8, 1862. He served in different positions nearly three years, and resigned on account of poor health. Mr. Rice lives in the Fifth Ward, Port Huron.

**JOHN RIGGS**, merchant tailor, is a native of England, and was born September 23, 1824. He grew up and learned his trade there. He came to America in 1857, lived in New York State, and then lived in Canada ten years. He came to Port Huron in 1866, and was there until 1879, when he came to Fort Gratiot, and since then has carried on the business here. In 1852, he married Miss Jane Dalzell, a native of England. They have four sons and four daughters—William, Robert, Alfred, Edwin, Mary, Emily, Hattie and Edith.

**H. ROBERTS**, master mechanic, Chicago & Grand Trunk Railroad, is a native of Ireland, and was born October 15, 1842. He entered the employ of the Chatham & Dover Railroad Company, where he began his



railroad career. He remained there until 1866, when he accepted a position with the Grand Trunk Railroad, and since then has been connected with the line in his present position.

**JAMES SIMPSON**, farmer, Section 27, P. O. Port Huron, is a native of Scotland, and emigrated to Canada in 1835, and came to St. Clair County in November of the same year. He and his brother came from Hamilton to Sarnia on foot, and was one of the early settlers here. He began working at the Black River Steam mill, and remained there several years, then bought a team and engaged in burning lime, and continued in that business for ten years, and then moved on the place where he now lives and cleared up his farm, and since then has been engaged in farming. He owns 175 acres of land; when he came here he had nothing, and his success is owing to his own efforts; he is one of the oldest settlers now living. When he came to Port Huron, where Carleton & Stewart's store now stands was occupied by Indian shanties surrounded by rail fences. In 1845, Mr. Simpson married Miss Mary Ann Carter, a native of Canada; she died in 1869, leaving seven children—Francis, Richard, William, George W., Charles, Mary, now Mrs. Riley, and Catharine.

**THOMAS S. SKINNER**, Section 21, P. O. Port Huron, is a native of Vermont, and was born June 12, 1824; his parents removed to Jefferson County, N. Y., in 1826, and he grew up and attended school there. In the spring of 1855 he came to St. Clair County, and located at Port Huron, and engaged in manufacturing lumber, the firm being Shelly & Ames, and they were succeeded by the firm of Skinner & Ames, who carried on the business until 1870; since then, Mr. Skinner has been interested in lumbering, and has also been engaged in real estate business, and has built many houses here, and otherwise improved his property. He also has been engaged in farming, and owned several large farms, and now owns 400 acres where he now lives. Mr. Skinner has been actively identified with the interests of Port Huron, and has been interested in the dry dock and building vessels; for some years, the firm of Skinner & Ames paid one-fortieth of the taxes of Port Huron. Mr. Skinner was a member of the Board of Education fourteen years. He has been a consistent member of the M. E. Church, and one of its most active, liberal supporters. In 1850, Mr. Skinner married Miss Rhoda Barnes, a native of Jefferson County, N. Y.; she died January 20, 1879, leaving four children—Alice E., now Mrs. John W. Porter; George A., Cashier Bank at Mt. Clemens; Carrie M., and Frank S., at home.

**WILLIAM D. SMITH**, dealer in groceries and provisions, is a native of the Isle of Wight, England, and was born December 7, 1829. He came to Canada in 1851, and came to this State in 1866, and worked for Robert French for a number of years, and also had a farm. He established his present business in 1879. He was burned out December 15, 1881, and lost a house and barn July 31, 1882, by fire, and was burned out again November 1, 1882—three times within one year. He has held the office of Town Treasurer, and while living in Canada held the office of Postmaster four years. When he came here, he only had \$200, and his success is owing entirely to his own efforts. In 1857, he married Miss Eliza Jane Reynolds, a native of Canada; he has four sons and six daughters—William D., Thomas, George, Mark, Ann Jane, Adaline, Isabel, Ida, Elizabeth and Sarah.

**C. E. SPENCER, M. D.**, physician and surgeon, is a native of Unadilla, Otsego Co., N. Y., and was born September 30, 1849. He received his literary education in that State, studied medicine, taking his first course at Ann Arbor, and two courses at Bellevue Hospital Medical College, New York City, and graduated from that institution in 1873. After graduating, came to Fort Gratiot and engaged in the practice of medicine, and since then has successfully practiced his profession here. He holds the position of Sanitary Inspector under the National Board of Health, and is also Pension Examiner. Has served as Secretary and Vice President of the County Medical Society, and a member of the American Medical Association; served as Town Clerk, and is a member of the Village Board of Trustees. In 1872, Dr. Spencer was united in marriage to Miss Ella Etta Van Cott, a native of Guilford, Chenango Co., N. Y.

**O. M. STEPHENSON, M. D.**, physician and surgeon, is a native of Illinois, and was born in Aurora, Kane Co., July 20, 1851; he attended school there, and at the age of seventeen engaged in teaching, and taught in that State and Michigan; he studied medicine and attended two courses of lectures at Ann Arbor, and one course in Chicago, and graduated at the Chicago Homeopathic College in March, 1882; after graduating, he came to Fort Gratiot, and since then has successfully practiced his profession here. He married Miss Emma Stephenson August 8, 1874; she is a daughter of George Stephenson, of the town of Columbus, St. Clair Co.; he is one of the early settlers, and came here in 1837. Dr. and Mrs. Stephenson have one daughter—Eva.

**THOMAS SUTHERLAND**, Assistant Car Superintendent, is a native of Scotland, and was born December 31, 1832, he came to this country in 1858, and the following year entered the employ of this company as baggageman for one year, then was conductor, then went in the locomotive shops as pattern maker, and remained there six years, then was appointed foreman of the car department, and since then has had charge of that department, until January 1, 1882, when he was appointed to his present position, and also has charge of the Michigan Air Line Railroad; he has been connected with the company for twenty three years, and is one of the oldest in active service in the employ of the company. Mr. Sutherland was united in marriage April 15, 1855, to Miss Margaret McMurdock, a native of Scotland; she died June 26, 1879; five children survive: Elizabeth S., who married Thomas D. Prentiss, who, until his death, was Secretary at the works of the Michigan Car Company; James M., Jennie A., Willie G., Alice S. L.; they lost five children. Mr. Sutherland is a consistent member of the Congregational Church, and has occupied the same pew in that church for the past twenty-four years.

**PETER VAN VALKENBURG**, boss carpenter Chicago & Grand Trunk Railway, is a native of New York State, and was born November 25, 1837; he grew up and learned his trade in that State and in Canada; he came to Michigan in 1869, and engaged in contracting and building in Port Huron; he built the city hall, the union school and many other buildings; since 1877, he has been with the Chicago & Grand Trunk Railroad, and has had the position of foreman of building. In 1855, he married Miss Jane Sharp, a native of Canada; they have three children—A. Melissa, Alice M., William Wallace.



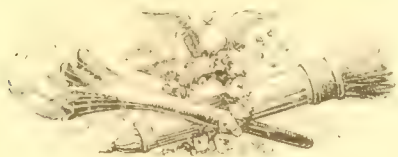
**GEORGE WALKER**, Engineer on Detroit Division of the Grand Trunk Railroad, is a native of Middlebury, Vt., and was born June 4, 1830; he began railroading in 1847 with the New York Central, and was conductor on that line several years; he began running an engine on the New York & Erie Railroad in 1854 and entered the employ of the Grand Trunk Railroad March 2, 1857, as engineer, and since then for the past twenty-six years—over a quarter of a century—he has been running an engine for this company; for twenty-two years of that he run without a mark against him, and with only two small errors during all that time. He has been on his engine continuously for ninety-six hours at a time in the dead of winter, some of the time it was thirty degrees below zero; there is only one engineer on the line as old in active service. He married Miss Sarah Jane Dole, a native of Vermont; they have six children—Sarah E., Annie T., Ida F., George H., Robert C., Frank F.; they have lost three sons.

**THOMAS WATSON**, machinist Chicago & Grand Trunk Railroad shops, is a native of Ireland, and was born in the city of Belfast February 22, 1840. His parents emigrated to this county in 1842, and settled in Baltimore, and he was brought up there. Upon reaching manhood, entered the employ of the Grand Trunk Railroad; Toronto in 1861, and two years later came to Fort Gratiot, and run on an engine two years, and since then has been in the shops of the company here; he married Miss Amelia Harrison, a native of Canada. They have four children—Thomas, William, Mary A. and Frank.

**RICHARD WAY**, foreman blacksmith shops Chicago & Grand Trunk Railroad, is a native of Canada, and was born at Stratford July 14, 1844; learned his trade there; in 1863, worked in shops of Michigan Central Railroad at Detroit, and afterward at Jackson; then went to Saginaw, and for ten years was in the employ of Wicks Bros.; for the past five years has been with the Chicago & Lake Huron Railroad, and the Chicago & Grand Trunk Railroad, and holds the position of foreman of the blacksmith shops. In 1864, he married Miss Lucy Reed, of Detroit; they have five daughters—Mary E., Martha J., Josephine, Florence M., Lucy; and one son—Richard Francis.

**JOSEPH WINEGAR**, proprietor Gravelot House, is a native of Switzerland, and was born March 17, 1831; he emigrated to the United States in 1862, and came to Detroit, where he lived for eight years, and came here in 1870, and since then has been successfully engaged in business here; when he came here he had very little; in 1876, he built the block he now occupies, and also owns five lots there, besides other lots in the same block. He belongs to the German Aid Society and the Knights of Pythias. He married Miss Sophia Hunnert, from Grosse Point, April 17, 1880; they have one son—John A.

**H. WYMAN**, dealer in groceries and provisions, is a native of Maine, and was born August 15, 1841. His parents, Sanford and Nancy Wyman, came to Detroit in 1844. He grew up in this State, and after reaching manhood engaged in farming and building. He engaged in his present business in July, 1872, and since then, for the past nine years, has been engaged in the grocery and provision trade. In 1872, he married Miss Isabella Colden, a native of this county; they have four children—George, Fred, Annie, Ada.



## ST. CLAIR TOWNSHIP AND CITY.

So much has been said and written already upon this division of the county that little remains to be told. Within the limits of St. Clair the French missionaries and their converts among the Indians made their homes at a very early day. Here, too, many of the first American pioneers located, and hither may be said to come all the white Americans, who made the country their home previous to its organization. The beginnings of St. Clair County were made here.

The dusky sons of the forest were not unminifful of the worth as well as beauty of the plateau upon which the village rests. The uplands of the west and the timbered forests of the east were wedded at our feet. There was a wealth of soil by the union, which neither alone possessed. Grand old forest trees here and there reared their great forms, indicative of the fertile plains, and here and there were beautiful prairie spots, where little toil removed the slender shrubs, and gave to the Indian his coveted field for corn. Along the slopes the antlered stag led the timid doe by night to graze upon the first green foliage in the early springtime, seeking again the tangled dells and groves just west—for more secure retreat as the day drew on. His ways were beaten paths and hither the hunter was lured by reason of abundant game, and here, beside their pathway he pitched his tent and made his winter home. Here, too, along our eastern border was that grand belt of lofty pines. Their wealth of sweets gave pleasing answer to his toils, and lured him hither until the bursting buds told that the winter days were passed. Then came the planting time, and all along on either side of the beautiful ridge the Indian corn hills were visible for a long time after the white man's invasion, in fact, until his plow share upturned and hid most of them in the cultured earth. Like the white man, the Indian, too, had faith that harvest should be born of plantings, and so with patient toil, each year he filled afresh those little mounds of earth, and in the summit of each mound dropped the corn seeds, counting the days of sunshine, of early and late rains, till returning from the summer's hunting, he should gather for his winter's store the ripening ears.

The planting season passed and summer drawing on, the Indians were wont to strike their tents, gather upon their patient, burden-bearing wives and ponies the wealth of their encampments and plunge deeper into the forests, in quest of more abundant game, or along the banks of streams and shores of lakes to add their treasures to their slender stores. Thus wending their way, by old frequented trails, to cherished haunts, they made their annual rounds. Happy the years when no wampum belt was sent from lodge to lodge to summon the warriors to council, and from council, perhaps to bloody battles. Happy the years when only friendly greetings were in store, and pipes of peace were smoked in formal round; when as the annual greeting of the bands came round, for days whole tribes were joined in gladsome, festive and religious rites. Those joyous meetings and those greetings passed, hither these wanderers came, for now the corn harvests were at hand, and now the home thanksgiving feasts began.

The Indians' Manitou, like ours, was worshiped for the harvest gifts. The younger pitched their lodges beside the father's or the elder brother's tents. Feasting, dancing, joyous sport, and sacred rites found each a place, and this one feature marked it best of all. The fortunate and famished were alike fed. While the feast lasted, whosoever would might eat. The richest ones could do no more, and thus for once each had enough and more.

Hither again the Chippewas were accustomed to return from their summer wanderings, and on the very spot where the city stands, tradition tells of many a winter home, curling among the branches of stately trees, long since destroyed, the smoke from hundreds of camp-fires was lost in the blue above.

The river gives life and animation to the scene, now washing the bases of the bordering banks or cutting through the midst of an extended plain, which sometimes parts to take the

waters in its embrace, it always moves majestically and triumphantly on its course. Swollen by the spring rains or melting snows of winter, it extends its channel to a distance of miles at some points, until it becomes a long, continuous inland sea. The river currents never for two consecutive seasons probably pursue exactly the same course, and the changes furnish a variety to the mariner. The contrast of hill and vale, open land and woodland, of water and land, gives a variety most grateful to the eye. From the Oakland House, overlooking the river, one never fails to see a glorious sunset, when the weather is propitious. The changing lines are modified by the tinted tops of the trees, the wooded slopes and the plain and river, so that almost every varying shade may be traced from the deepest blue to the almost imperceptible tint. The pencil of the artist and inspiration of the poet would alike fail in giving an adequate conception of the wonderful loveliness of a St. Clair sunset. Commercially, the city is most admirably situated, being accessible from large agricultural regions east and west; on the direct route from Chicago and all western points to Canada and eastern cities. The sale and direct shipment of goods, as also their trans-shipment, is simply enormous and every entire mile of road is said to embrace a radius of an entire township in area that is added to the city whose advantages of competing freights by ear and steamer must make it one of the greatest distributing points of all the new region to the northwestward, now being opened to settlement and traffic. This pre-eminence can no doubt, and will be held indefinitely by judicious management on the part of the commercial community from the moment they obtain it.

In the following brief sketch of the township's history, the names of the principal town officers from date of organization to the present time, are given. It is beyond the range of practicability to refer to the various acts of the different Town Boards or administrations. That the well-being of this division of the county was their object cannot be doubted, since its present prosperous condition, the growth of its educational affairs and we might add the very habits, manners, and customs of its population tell of precedents laid down by those township legislators, and followed by their constituents.

#### ORGANIC.

The boundaries of the original township of St. Clair, as it formed a part of Macomb County, established January 5, 1818, by executive proclamation, were: "Beginning on the north shore of the River Huron or Clinton, including the shore and running along the shore of Lake St. Clair to the mouth of the River St. Clair, and along said river to Fort Gratiot, and extending in the rear three miles and one-eighth, shall form one township and be called St. Clair." In April following, all the territory of Macomb County, north of a line drawn west from mouth of Swan Creek, was organized as St. Clair Township.

In 1820, the county was ordered to be organized with St. Clair as a township. In 1823, March 17, Plainfield and Cottrellville were organized, and St. Clair Township comprised all the county of St. Clair north and northwest of Cottrellville.

#### SUPERVISORS OF ST. CLAIR TOWNSHIP AND CITY

Everett Beardsley, 1827-28; William Gallagher, 1829-30; Andrew Westbrook, 1831; Edmund Carleton, 1832-35; H. N. Monson, 1836-37; Commissioner's Board, 1838-41; Harmon Chamberlin, 1842-47; Israel Carleton, 1848; Harmon Chamberlin 1849-54; Henry Whiting, 1855; William B. Barron, 1856; E. Smith, 1857; T. E. Kitton, 1858; E. Smith, 1858; Charles Kimball, 1859; Harmon Chamberlin, 1859; Benjamin Jenks, 1859; Nelson Mills, 1860-61; William Oaks, 1860; H. Chamberlin, 1860-63; Charles Kimball, 1864; William Luck, 1862; John E. Kitton, 1862; C. McMellen, 1863-65; T. C. Owen, 1863-67; Henry Whiting, 1863; B. W. Jenks, 1864-68; G. L. Cornell, 1864-69; William Luck, 1866; John E. Kitson, 1866; D. F. Willoughby, 1866-67; John V. Kemp, 1867-69; E. Smith, 1867-69; William Grace, 1868-69; Dennis Jones, 1870; F. H. Blood, 1870; J. Stitt, 1870; G. F. Collins, 1870-73; P. S. Carleton, 1871-73; C. H. Waterloo, 1871; G. L. Cornell, 1871-73; J. W. Hill, 1871; William Grace, 1872-73; E. Smith, 1872; B. F. Crampton, 1874-75; B. W. Jenks, 1874-75; T. H. Blood, 1874-77; E. E. Carleton, 1876; G. Strauss, 1876; G. J. Ward, 1877-80; Joseph Cook, 1877; T. H. Blood, 1878-80; B. W. Jenks, 1878; C.



H. Waterloo, 1879; A. A. Currie, 1879; George W. Carleton, 1880; Joseph Doak, 1880; P. S. Carleton, 1881; C. H. Waterloo, 1881; Andrew A. Currie, 1881; James T. Aulls, 1881; P. S. Carleton, 1882.

#### JUSTICES OF THE PEACE.

Horatio N. Monson, 1837; Israel Carleton, 1838; Pendleton Odgen 1839; M. H. Miles, 1840; H. N. Monson, 1841; I. Carleton, 1842; John C. Waterbury, 1843; M. H. Miles, 1844; Benjamin C. Cox, 1845; I. Carleton 1846; Obed Smith, 1847; M. H. Miles, 1848; B. C. Cox, 1849; A. J. Palmer, 1850; I. Carleton, 1850; A. J. Palmer, 1851; M. H. Miles, 1852; Obed Smith, 1853; Daniel Follensbee, 1854; Nelson Mills, 1856; William Blakely, 1856; M. H. Miles, 1856; Albert A. Carleton, 1857; Benjamin Mallory, 1858; Timothy Barron, 1858; Joseph H. Marsh, 1858-66; Nelson Mills, 1859; Elias C. Williams, 1860; George Carleton, 1861; Adam Gaffield, 1862-68; Thomas Cuttle, 1863-71; John Kennedy, 1865-69; Alonzo Gustin, 1868; William H. Davie, 1870; George McCormick, 1872-76; Henry Suck, 1873; Thomas Donner, 1873-74; Thomas Cuttle, 1875; William Spence, 1876; Justus Wells, 1877; Thomas Donner, 1878; John Hall, 1878; Joseph Kessler, 1879; George McCormick, 1880; C. W. Blanchard, 1881; John Hall, 1881; Thomas Donner, 1882.

The officers elected in April, 1882, are named as follows:

Supervisor—Palmer S. Carleton, Democratic, 2 majority.

Clerk—Joseph Kessler, Democratic, 34 majority.

Treasurer—Peter Bell, Republican, 78 majority.

Highway Commissioner—Francis Jackson, Republican, 78 majority.

The remainder of the ticket was Democratic by a small majority.

#### EARLY HISTORY.

Among the pioneers of the town were Antoine St. Bernard, the Carletons, the Coxes, Ogden, Thibaults, Thomas Palmer, A. J. Palmer, Fultons and Beardsleys, together with others named in the list of land buyers. That portion of the township bordering on Pine and St. Clair Rivers dates its settlement to 1765, when Patrick Sinclair established a military and trading post there, and introduced the lumber-making era. In the sketch of St. Clair City, as well as in the general history of the county, references are made to this early settlement.

The population of St. Clair town and city in 1845 was 1,009; in 1850, 1,728; in 1854, 3,080; in 1864, 3,335; and in 1880, 3,919. The area of the township including the city is 25,950 acres. The equalized valuation of city and township, \$1,073,705; the number of children of school age in city and township in 1881 was 1,516.

The first patentees of land in Township 5 north, Range 16 east, were Hartford Tingley, Sections 9, 10, 4; James Kennelly, Asa Gilbert, Section 9 (1825); H. R. Jerome, Sections 15, 22; Oliver W. Miller, Sections 15, 26, 27 (1826); Thomas Palmer, Section 27, (1827); David James and William Meldrum, P. C. Nos. 305, 306, 307, of 640 acres each claim, 1808. The land purchasers in the different sections from 1827 to the close of 1836, are names as follows: Section 1—Charles A. Cook, Henry Dwight, Chester Carleton, H. H. Graves, Cummings Sanborn, Samuel Hutchins, Abner Coburn, Franklin Moore, Reuben Moore, William H. Carleton. Section 2—James Byrne, Sr., H. R. Jerome, Abner Coburn. Section 3—J. M. Wilson, A. Coburn. Section 4—F. Wilcox, H. Chamberlain, N. Gilbert, Daniel Stewart, Hiram Ensign, A. Coburn. Section 5—John S. Kimball, James Ogden, E. Smith, P. Blodgett, Benjamin Bissell, J. M. Wilson, F. Moore, R. Moore, C. Baxter, W. Steel, William Sweat, Joseph C. Cox. Section 6—Ira Porter, John Starkweather, R. & F. Moore, Blodgett, Bissell, and Smith. Section 7—H. B. Seymour, Baxter, Steele and Sweat, John Starkweather, Nathan Godell, Luke Hemingway.

In Township 5 north, Range 16 east. Section 8—F. & R. Moore, Thomas Palmer, George A. O. Keefe, Cyrus Moore, David F. Kimball, R. H. Waller. Section 9—Andrew J. Palmer, James Byrne, Harman Chamberlain, Dan Stewart, Abner Coburn. Section 10—Reed Jerome, H. R. Jerome, Everett Beardsley, J. M. Wilson, A. Coburn. Section 11—Eliza S. Gillett, J. M. Wilson, F. and R. Moore, A. Coburn. Section 12—J. S. Kimball, William H.

Carleton (1835). F. Moore, A. Coburn. Section 13-14--James McClanan. Section 15- O. W. Miller, H. R. Jerome, Curtis Emerson, Otis W. Norton, James Halpine, James Dougal. Section 17- Andrew J. Palmer, Luther Brown, N. H. Park, Charles Spoor, Baxter, Steele, and Sweat, Dan Lockwood, James McClanman. Section 18- Pendleton Ogden, Joseph Coffin, William Cox, Gideon Cox, Ed. Fay. Section 19- Chester Loomis, O. W. Norton, R. Bell (1837), Duthan Northrop (1848). Section 20- Thomas Palmer and James McClanan. Section 21- Fred J. Clute, John O'Connor, Benjamin Avery, James McClanan. Section 22- H. R. Jerome, O. W. Miller, John O'Connor, James McClanan. Section 23- Daniel Lockwood, James McClanan. Section 24- Henry B. Turner, Francis Thibault, F. Moore, R. Moore, Benjamin S. Hammond, Levi Beardsley and George Palmer. Section 25- Sargeant Heath, Clark & Warren, Sam D. Woodworth, Elijah J. Roberts, Thomas Barber, Jr., Nelson Barber, Tabor Beebe. Section 26- O. W. Miller, Clark and Warren, D. Lockwood, J. McClanan. Section 27- Thomas Palmer, Nelson Tomlinson, Eben C. Holt, O. W. Miller. Section 28- William A. Patten, Jesse H. Foster, Samuel W. Green. Section 29--James McClanan. Section 30- Benaiah Barney (1837). This section was purchased between 1848 and 1860. Section 31- W. T. Westbrook, Baxter, Steele and Sweat, George Hasmer. Section 32- John Fitts, Thomas Palmer, Baxter, Steele and Sweat. Section 33- John Fitts, Benjamin F. H. Witherell, T. Palmer, Washington A. Bacon, Baxter, Steele and Sweat. Section 34- Nelson Tomlinson, Roswell Keeler, J. A. Van Dyke, Hepburn McClure, James Witherell, and Jesse H. Foster. Section 35- John Winder, Clark and Warren, the latter also made a purchase of 19 acres on Section 36, in February, 1836.

In Township 5 north, Range 17 east. Section 6- J. Henderson, P. Brakeman, Solomon Yaran (1832), Andrew Mack (1835). Section 7- Israel Carleton, Margaret Moore, Clarke and Warren (1835-36). Section 17- Jonathan Kearsley, 1824. Section 18- Jean Marie Beaubien. Section 19- Rev. Gabriel Richard, J. M. Beaubien, F. Thibault, Alexander St. Barnard Franklin Moore and Reuben Moore, (1835-36). Section 20- Louis St. Barnard. Section 29- Rufus Hatch. Section 30- Stephen Mack, Samuel W. Dexter (1824), Everett Beardsley (1829), Chester Loomis (1831). There are three P. Claims in Township Nos. 255, 305, and 405, which were granted to the firm of Meldrum & Park in 1808-12.

Germany is largely represented in the citizenship of the district. The customs and habits of "Fatherland" did not suffer by their passage across the ocean, and consequently are retained in a great degree socially and religiously. Some of the villages or settlements might pass for villages on the banks of the Rhine instead of the St. Clair or its tributaries. Yet an admixture of these people makes a good community, and the district has grown and developed with commendable rapidity, as shown by the census of 1880.

It is fair to presume that there were a large number of these settlers, who scattered themselves about in different parts of the country. Some of them, perhaps, are still living on the lands upon which they filed their claims, which were perfected by deeds from the President, and there is no doubt that many others, in a few years, when settlements got too thick for their notions of ease, comfort and freedom, sold out their possessions, "pulled up stakes," and moved on after the Indians. Others, again, no doubt, paid the debt of nature and found a last resting place near the homes they founded in the wilderness. And thus, one by one, of these, who were well known when they first came, dropped out of sight and out of memory, except the more prominent ones who were spared to make their mark in their respective neighborhoods, or write their names in the "Old Settlers' record." It is not to be supposed that, in the absence of written records, every one who was here in 1835, nearly half a century ago, can be identified and located by the few survivors of that period. It would be a remarkable memory that could do this- that could keep pace with the changes that years bring in the history of any community, particularly in a pioneer community, many of whom are of a restless, roving, discontented nature.

#### ST. CLAIR CITY.

This city and neighborhood may be justly called the site of the parent settlement of the county; for here the first immigrants pitched their tents, and here the first improvements, that amounted to anything, were made, and for many years this point was a sort of commercial me-

tropolis or center for the entire adjoining districts. When the pioneers for the first time came to the old camping grounds of the Otchipwes on the bold and imposing bluffs extending along the west bank of the river, they beheld spread out before them to the west, as far as their vision could reach beyond the river, one of nature's most beautiful panoramas; a land to them then denied, which gave promise, through the perfection of its natural resources of a future, that some day would become excellent in every detail of civilization, if not celebrated in the annals of history. That condition, then only so dimly foreshadowed, has at last been realized; scarcely half a century has passed by, and the scenes that then only resounded to the savage cries of wild animals, and the blood-curdling yells of aborigines, now re-echo the plow-boys' whistle, the faithful call of domestic animals, the constant whirl of busy machinery, and the joyous shout of happy school-children, or the laborer's voice. It is not much more than half a century since the wild flowers bloomed in countless profusion and variety on these lands, and civilized man had scarcely invaded the precincts of virgin nature. Now all is changed; the whole country teems with the fruits of peace and industry, and thousand of houses dot the landscape, the dwellings of happy families. What a marvelous transformation is this, and how seemingly impossible; yet the country is almost aged already, so precocious has been its development. Very many of those who began the work of taming the wilderness, and thus gave the first impetus to the steps of infant progress, are now no more. Fortunately for them and their successors, history comes to the rescue and furnishes a meed of praise, and perpetuates the record of their efforts and achievements for the instruction and entertainment of their posterity. When we pause to think of this beautiful country—now completely conquered by the white man's hand, and yielding abundantly the various productions needed to supply the demand of his growth—was but a few short years ago only a haunt for wild beasts and the unrestrained sons of the forest, we can scarcely comprehend the change. Neither can the efforts of those who first invaded the land and turned up the native soil to the sun's mellowing rays be understood by the young of to-day. Only those who have been here from the first, and saw the gradual progress which the passing years have wrought, can fully realize the change and appreciate the struggles and sufferings of nearly half a century in the past. Then, men here had almost to fight day by day for the barest necessities while they were making homes for themselves and their successors, and paving the way for a future of successful efforts in the work of utilizing nature's resources to supply man's necessities. Of the men who first came here in adventurous youth, but few remain to tell the tales of living in a cabin or lying down to sleep with the canopy of heaven for a covering, and the howls of wolves to disturb their slumbers. All the past seems but a phantom of the mind, a creation of some idle moment when compared with the realities of to-day; yet such is the history of progress and civilization almost everywhere; the scenes of the past six decades' growth here are but a repetition in the main of the vast work of development that has been going on for nearly three hundred years in this country, and that even now is coursing onward through the mighty West. Those who first stuck claim stakes here were the French. Next came the Americans, or Yankees, a restless, adventurous kind of people, who are ever fond of change and new scenes, and for whom a pioneer life is replete with a certain wild enjoyment. Many of these, disliking the restraints and incumbrances of the older civilization, as the country improves, go on further to the front, and finally end their lives far from the place of beginning, perchance, in a wild, new country. Had they but located permanently somewhere, and let the youth of their families do the advance work, they might have lived to see and enjoy the results of their early efforts. Yet, perhaps it is well that the country is large enough, and life broad enough, to allow every man at this age to select a place to suit his fancy and convenience, even though his notion may not be productive of lasting good to himself, or those who may have to depend on him. More than the average number succeeded in life, and transmitted to their children not only the holy precepts of honest labor, but the home and wealth which that labor wrung from Time.

The city is handsomely laid out, well up above high water mark, and, with its manufacturing establishments and business places, is attracting a thrifty population. The population is principally American. It has quite a number of French Canadians and Germans, who are an industrious class of citizens. The city has an advantageous location in many respects, with



remarkable booming and mill privileges. The schools and churches are quite in keeping with the enterprise of the people; one of the largest hotels in the West affords ample accommodation to the traveler; a well edited paper gives the local news; while the railroad and river navigation place it within easy distance of the commercial capital of Michigan.

#### NOMENCLATURE.

The first name given to the settlement at the mouth of Pine River was Palmer, in honor of Thomas Palmer, who platted a portion of private claims 304 and 305, in 1828. Subsequently its name was changed to St. Clair to perpetuate the name of the American General -- Arthur St. Clair, and not that of Patrick Sinclair, of the British Army. Ten years previous to 1828, Arthur St. Clair died, but in the year just given, the people began to realize the value of Washington's deceased friend, and here, on the borders of civilization, both French and American settlers joined in naming the location of their homes after one of the soldiers of the Revolution; even as the people of the entire county previously adopted the name from the name of the lake.

One of the first names applied to this lake, was *Taketo ou Lac de la Chaudière*. Pere Hennepin called it St. Clare; while in De L'Isle's map of 1700, it is written *L. de St. Claire*. The same geographer in his maps of 1703-18 calls it *Lac Ganatchio ou St. Claire*. The present use of the word St. Clair is a barbarism. In recognition of the explorers and as a mark of courtesy we should continue the title which they gave to the lake, and which subsequently was applied to the entire district -- *St. Claire*. If the name should be anglicized, let the translation be used and the words written *St. Clare* not St. Clair.

The connection of Gov. St. Clair with the Northwest was highly beneficial. His visits and letters always reduced the savages to peace, and brought confidence to the early American settlers of the State. As the biography of this soldier statesman must be instructive and interesting to a people who have selected his name as a fitting one for their city, it is thus given:

Arthur St. Clair was born in 1734, and, having entered the army, came to America in 1758. He was at the capture of Louisburg and Quebec, and at the latter place caught up the flag dropped by Wolfe, and so distinguished himself as to secure promotion. In 1760, he married at Boston a half-sister of Gov. Bowdoin, and two years later resigned his commission and settled in the Egonier Valley, Western Pennsylvania. He served through the Revolutionary war as one of Washington's most trusted subordinates, and at the close of the war was a delegate to the old Confederation Congress, serving as President of that body from February to November, 1787. In February, 1788, he was appointed Governor of the Northwestern Territory, and held the office until November, 1802, when he was removed by President Jefferson. His term in office covered the period of organization of Indian treaties, and of the intrigues incident to settlement and struggles for political mastery. St. Clair was a pronounced Federalist, and a steadfast friend of Washington and Hamilton, and early came in conflict with the Western adherents of Jefferson and Madison. The bitterness of the political contest incident to the formation of new States for a time blinded the people to the worth of St. Clair's character and the importance of his work, and he died in poverty in 1818, at the age of eighty-four.

At a later date, a measure of justice was done the stout-hearted old Federalist, who made so courageous a fight against slavery, and who played so conspicuous a part in the formative period following the Revolution. The story of St. Clair's life has been frequently told, but there is a pathetic side to the history of his career that the many who have written simply as biographers have not cared to touch upon. At a critical period of the Revolutionary war, he advanced money to recruit soldiers, and at another period, when Governor of the Northwestern Territory, he went security for the Government to the contractor for supplies necessary to carry on a treaty with the Indians. These sums, although approved by the proper authority and pronounced justly due by Congress, were refused payment by the Government on the ground that the statute of limitations had expired. As a consequence of the non-payment of money due him by the Government, St. Clair became financially embarrassed, and his property was sold under the hammer. In referring afterward to the executions which swept away his beautiful home and all his personal property, St. Clair said -- "They left me a few books of my classical library and the bust of Paul Jones, which he sent me from Europe, for which I was very grateful." What the old man had done to deserve this treatment the

record shows. When hostilities broke out between the colonies and the mother country, St. Clair was residing in the Ligonier Valley, happily situated. In 1775, he accompanied the Commissioners appointed by Congress to treat with the Indians at Fort Pitt, and suggested to them an expedition to surprise and capture Detroit with 500 mounted men, which force he proposed to help equip and lead. The Commissioners approved, but Congress hesitated, which was a fatal mistake, for with Detroit in possession, the Indians would undoubtedly have been prevented from joining the British.

St. Clair drew up the resolutions adopted at the first meeting of the patriotic Pennsylvanians, held at Hannastown early after the attack at Lexington, pledging support to the inhabitants of Massachusetts Bay.

It was in these resolutions, adopted on the 16th of May, 1775, that it was declared, "It is therefore become the indispensable duty of every American, of every man who has any public virtue or love for his country, or any bowels for posterity, by every means which God has put in his power, to resist and oppose the execution of it (the system of tyranny and oppression); that for us we will be ready to oppose it with our lives and our fortunes." St. Clair was made Colonel of the Second Pennsylvania Regiment, and marched to Canada to re-enforce the army there. He participated in the battle of Three Rivers, and after that untoward event, says Wilkinson, "by his counsel to Gen. Sullivan at Sorel, he saved the army in Canada." St. Clair was at Ticonderoga until November, 1776, when he was ordered to re-enforce Gen. Washington in New Jersey. Here began the friendship between Washington and St. Clair, which continued unabated as long as the former lived. The campaign on the Delaware, during the dark days of the ever-memorable winter of 1776-77, when the surprise of the British at Trenton and the brilliant battle of Princeton electrified the whole country and restored the fortunes of the Americans, claimed his services.

St. Clair's share in these exploits was brilliant, and won him promotion from Brigadier to Major General. Bancroft has denied that St. Clair suggested the strategic movement by which the American Army escaped from the *cul de sac* at Trenton, and won the victory at Princeton, but it is clearly proved by unquestionable authority. The courage and military skill of St. Clair are brought out prominently, and the important bearing this movement of abandoning untenable fortresses, and moving the forces into the interior, where the troops could obstruct the march of the enemy, had on the successful campaign on the Hudson which resulted in the surrender of Burgoyne, is clearly shown. While the uninformed public were clamoring over this giving up of the northern posts, St. Clair wrote to John Hancock in confident terms: "I have the most sanguine hopes that the progress of the enemy will be checked; and I may yet have the satisfaction to experience that by abandoning a post I have eventually saved a State." Nothing in the long public career of St. Clair more clearly establishes his great qualities than his course at and subsequent to the evacuation. He had the courage to perform a public duty at the risk of his reputation, and when Gen. Schuyler, alarmed at the public censure, sought an escape, St. Clair magnanimously assumed all responsibility. Time vindicated him, and he won a place in popular favor next to that enjoyed by Washington and Greene.

In all of the subsequent campaigns of the Revolution, St. Clair participated, and was the trusty friend of Washington, whom he supported against all cabals. Among the papers of this period are plans of campaigns and military movements submitted by St. Clair to Washington at the request of the latter.

The suffering of the army at Valley Forge, the distress and demoralization on every hand during that long struggle of eight years, and the marvelous tact and ability of Washington, which alone made victory possible, are all graphically described. The correspondence here presented between St. Clair and Washington, and President Reed and Robert Morris and other heroes of the Revolution, is of deep interest and of great historical importance.

After the war, St. Clair retired to private life. His large fortune had been spent in the service of the country, and he had now to cast about for means to support his large family.

In 1783, he was elected a member of the Council of Censors of Pennsylvania—a novel political body, unknown in any other State. St. Clair took high rank as a debater, and a plan of government, here presented, shows that he held wise views of what a republican government should be.

In 1786, St. Clair was elected to Congress, and in the following year was made President of that body, which proved to be the last Continental Congress. It was also distinguished as the Congress which passed the famous ordinance of 1787, which secured to freedom the vast territory

northwest of the River Ohio, of which the Illinois country and Wisconsin were important parts. Under that ordinance, St. Clair was made Governor of the vast Northwestern Territory. From first to last he was the opponent of slavery, and spoke frequently against its extension. His convictions on the subject are shown in the following extract from a speech delivered at Cincinnati: "What is a Republican? Is there a single man in all the country that is not a Republican, both in principle and practice, except, perhaps, a few people who wish to introduce negro slavery amongst us, and these chiefly residing in the county of Ross? Emigrants from Virginia. Let them say what they will about Republicans, a man who is willing to entail slavery upon any part of God's creation is no friend to the rational happiness of any, and had he the power, would as readily enslave his neighbors as the poor black that has been torn from his country and friends." St. Clair, as has been said, was, like Washington, and Hamilton, a staunch Federalist. When the star of Adams had set, and Thomas Jefferson, the head of the young Democratic party, became President, an effort was made by the anti-Federalists (known as Republicans) to secure St. Clair's removal. This failed at first, but the political necessity of admitting a new State, and securing thereby more Republican electoral votes, finally accomplished the removal in November, 1802. This very curious political history is here correctly related for the first time. In bringing to light the real facts, the papers of Gov. Worthington, who was one of Mr. Jefferson's Lieutenants, were examined. Worthington wrote the letter to Jefferson, making the formal charges against St. Clair, and in all his course was extremely bitter. The order of removal was forwarded to St. Clair through his Secretary, who was his personal and political enemy. The Governor resented this by writing to James Madison, Secretary of State, a letter at once ironical and severe. But to the people, when requested to become a candidate for Governor of the new State, Ohio, he said, in declining the proffered nomination: "I have received many injuries and been treated with blackest ingratitude. \* \* \* The Governor disdains to revenge the injuries offered to the man." This was a reference to the fact that he had not removed men from office who worked persistently against him.

#### PIONEER HISTORY.

These beautiful lands were interlaced with silver rivulets that danced to their own music. Amid these openings—nature's mighty parks—roamed the noble deer; and over those prairies, which were like so many gorgeous pearls in richest settings, the soft wind played.

The first day of a pioneer family can well be pictured. It was in the season of the year when frosty nights were succeeded by sunny days; when the crows crept into the woods as if they felt approaching May. The kittens ran around the cabin, and chased each other up the trees; and the dog wandered along the riverside, for reasons best known to himself. The woodpecker tapped his drowsy music on the decayed trunks; the turkey peered from behind the roots of the upturned trees, where she had been waiting so long to hail the blessed warmth, and inquired, "What business have you here?" The squirrel pushed his nose out of the door of his castle, and, after looking cautiously at the intruders, threw his tail over his back, and, with an angry chirrup, trotted to the nearest stump; and then, as the sunbeams pierced through the tangled woods, the blue bird burst forth into a note of song, tuned the strings of her harp to the coming summer, and inquired when gentle May was coming, with her music and her flowers.

There are threads of beauty that pervade every household, wherever it may be, and whatever may be its lot. There are always pleasant thoughts, kind words and happy remembrances flying to and fro. How must the hearts of this family have rejoiced when, as the long shadows of evening were stretching over the landscape, some traveler, in his Kentucky jeans coat and stoga boots, alighted from his shaggy old horse, and asked entertainment for the night. They looked upon it as a sort of angel-visit; each one strived to outstrip others in acts of hospitality; and though they could not offer him the luxuries of life, he soon felt that he was welcome to anything they had. The old fireplace, if it was winter, was soon piled with logs up to the very throat, and shook its shadows around the room in defiance of the winds that roared without. If the traveler happened to have a paper a month old, their joy was at its height and the younger members of the family ransacked its columns with the greatest delight.

This little band had, as it were, severed all connection between themselves and the past. True to their purpose, they went to work in their new home as if they were going to tear down the whole forest and pile it into boards. Amid wind and storm and suffering and privation, they helped to lay the foundation of worldly peace. Morn's early dawn and evening's gentle hush bore witness to



their industry ; and the happiness now enjoyed by the citizens of the city is, in a degree, the product of their labor. They were firm to their purpose as flints, and the sparks struck from them are transfigured into images of beauty and romance. Their memory will ever be necessary to the loveliness of the city.

In the report of C. Jouett, Indian Agent at Detroit, dated July 25, 1803, it is stated that 3,759 acres of pine lands were purchased from the Indians by Patrick Sinclair, the Commander of the British Post, known as Fort Sinclair. This purchase was made in 1765, and continued in possession of Sinclair until 1782, when he left the country for his home in Ireland, bestowing the entire property on a Canadian, named Vatiren. In 1784, the property was sold publicly by Vatiren, and was purchased by Meldrum & Parks, then important merchantile men in the Territory of the Northwest. This firm claimed the land as their property, made valuable improvements, and in other respects did much to open up the district to settlement. In 1803, there were five farmers on this tract (together with the tenants of Meldrum & Parks), who took forcible possession of the farms they occupy in the year 1800. The other nineteen farmers claim under Indian deeds granted in 1780 and 1782.

Archibald Phillips and Col. W. Truesdail, both old settlers of St. Clair Township, speak of evidences of white settlement, where St. Clair City now stands, anterior to the French pioneer period. They are correct. When they affirm that such evidences point out another settlement than that made by Patrick Sinclair in 1765, and perhaps improvements made by his employes, they appear to forget that every existing historical idea and record regarding Du Luth's second Fort St. Joseph is set at naught by them. The old fort was located on the south bank of Pine River, ten rods from its confluence with the St. Clair. When Judge Bunce saw this locality sixty-five years ago, there was one stone chimney in its entirety, with half of another chimney. In his letter of January 27, 1883, he describes the ruins as standing in the midst of a grove of thrifty trees on the verge of the great forest, and states that it was a favorite home for wolves.

Col. Truesdail exhumed many interesting relics of the past, such as brick, found in the ruin of a chimney ; a felt hat with gold lace trimmings, silver and copper articles, a silver bracelet, engraved with British coat of arms; needles and other evidences of early settlements, all at or near the mouth of Pine River. They are undoubtedly souvenirs of Patrick Sinclair's coming and stay in this country, and of his post where St. Clair City now stands.

#### ST. CLAIR MILITIA IN 1811.

It appears from original papers brought to light through the exertions of Lew M. Miller, Statistical Agent for Michigan, that on December 5, 1811, there was held a review of the Huron and St. Clair Militia, where Mt. Clemens City stands to-day. The names of the members with an inventory of the equipments of the two Huron River companies are given in the report made by Col. Hunt. It is one of the few records which survived the British invasion of 1812. The battalion was then commanded by Christian Clemens. In the report it is stated that the St. Clair company failed to appear, not having had timely notice.

#### THE FIRST COUNTY SEAT WAR.

The lands on which St. Clair stands were purchased by James Fulton, who had in view the selection of that point for the seat of justice of St. Clair County. Fulton sold his interest in the tract to Thomas Palmer, of Detroit, after whom the village was named, and both exerted themselves to secure for the place the county offices. Capt. Ward desired to have the county seat located at Marine City. Charles Noble, of Monroe, of the Commissioners appointed to locate the seat of justice, visited the points referred to, and after giving the subject of location a very full consideration, reported in favor of St. Clair. The Governor accepted the report, and proclaimed St. Clair as the capital of the county, which it remained until recently, notwithstanding varied efforts or suggestions made to remove it to Smith's Creek and other points.

#### HISTORICAL REMINISCENCES.

The following sketch of St. Clair and vicinity was read by William Grace, at the celebration in that city on the 4th of July, 1876. We make the following extracts, which are of interest, forming a part of the history of this county :

"The earliest occupancy by civilized men of the place where now stands our quiet though

beautiful little city is a matter accompanied with some doubt. As early as the month of June, 1686, a military trading post was established on the banks of the River St. Clair, which was called Fort St. Joseph. And while there are some who claim that this old stockade was located at or near the present site of Fort Gratiot, still stronger probabilities and better proof point to the mouth of Pine River on its southern bank, as the place of location of this old fort. Again, before the Revolutionary war, and in the year 1762, this point is mentioned by some enterprising voyagers as the locality of the old fort, thus proving that nearly 200 years ago the spot where our city now stands had been for a brief time the abode of civilized man. But it is believed that no permanent occupancy by white men had intervened to break the solitude of the wild and almost impenetrable forest through which so noble a river for ages had flown, until the year 1790, when a small company of French settlers took up their abode on the St. Clair River, near the foot of Lake Huron. Fifteen years later and in the year 1805, the Territory of Michigan, by an act of Congress, was organized; and three years thereafter, and on the 26th day of October, A. D. 1808, the land upon which the city of St. Clair now stands, and known as private claims, numbered 304 and 305, was confirmed by the General Land Office to John Meldrum and James Meldrum respectively. And this was thirteen years before the County of St. Clair was organized. These private claims were subsequently sold by the Meldrums to James Fulton and others who became the first regular occupants under local municipal regulations. Up to this time the place where we now meet in celebration was a wilderness, and with the exception of the old fort I have already named, and a dwelling near by supposed to have been built for officers' quarters, and long before gone into decay, no trace of civilized life had yet come to disturb the solitude of the surrounding wild woods. The first house built was by James Fulton, and occupied by him, and since known as the dwelling house of the late Benjamin Woodworth, and now used as a blacksmith and wagon shop.

The second house was also built by said James Fulton; it was afterward known as the Monson house, and now owned by Henry Stein. Mr. B. Wheeler, the father of Mrs. C. W. Bailey, of this place, came here about the same time. He is still living in the town of St. Clair. He is most emphatically one of the pioneers and an intelligent old gentleman.

In the year 1814, Mr. Louis St. Barnard came from Detroit and built a house on the banks of the river (Yankee street), using some of the brick in making his chimney which he took from the ruins of what was supposed to be Fort St. Joseph. Mr. St. Barnard was the father of our friend, Capt. Alexander St. Barnard, to whom I am indebted for valuable facts known to him in his boyhood. He was born on the St. Clair River, opposite Vicksburg, in Canada, in 1809.

At the commencement of the war of 1812, Mr. Louis St. Barnard, with his family, hastened to Detroit for safety, and remained there until the close of the war, when he returned again to the St. Clair River and settled upon the farm now owned by Capt. St. Barnard, on Yankee street, and built the house I have already named.

Upon the farm young St. Barnard was reared, and has ever since lived, and at an early age became connected with the surrounding river and lake navigation and continued in that business until he became a skillful navigator.

In 1844, he was appointed by the Government a pilot on board the United States iron steamer Michigan, and remained in that responsible capacity until the year 1868.

Soon after the building in this place of the two dwellings by James Fulton, which have already been mentioned, other buildings both here and in the vicinity around followed.

A small building was erected by one Mr. Wilson at a point north of Pine River and near the place where the office of Col. Truesdail now stands. And this was the first store and Mr. Wilson was the first merchant in the place. The second store was built and occupied by John Thorn upon the ground where now stands the brick store and dwelling of our respected fellow-townsmen, Andrew Eber. The next two stores kept here were by Thomas Palmer and the late Frederick G. Wilcox.

Prominently among the merchants succeeding these may be mentioned our veteran salesman, Col. William B. Barron and Col. Henry Waiting who for much of the time during the past thirty years and upward have been successfully engaged in the sale of general merchandise. To mention all others thus engaged would take up more time and space than is intended within the scope of these notes. The first hotel here was located south of Pine River, and was conducted by one John Leach. The St. Clair Exchange followed at an early day, and was built by the said F. G. Wilcox, and first kept, perhaps, by one Tomlinson. The first school in the place was in a room owned by Mr. Phillips, the father of our much respected citizens, Arch and Charles Phillips. This school was taught by the Rev. Mr. Donihoo, who was the first Methodist preacher on the ground.

The first schoolhouse erected here was at a point near where now stands the historic hall of our old bachelor friend, C. A. Loomis. The first mill built in the town of St. Clair was situated upon Pine River, and was erected by Mr. Jerome, father of Reed Jerome, Esq., and a number of other brave and excellent sons, whose names are familiar to many of us at present. Mr. Phillips, already named, was the first blacksmith, and his sons Archie and Charles were artisans, and good ones, of the same vocation.

On the eighth day of May, A. D. 1821, the township and county of St. Clair were organized. The township then embracing the entire county of St. Clair including the present county of Sanilac and contemporaneous with the municipal organization of the town and county of St. Clair, of which the present territory of the city of St. Clair then formed a part, the seat of justice of the county was located at this place.

And very soon afterward commenced that very fertile and common source of strife in new counties, known as a county seat war.

And although the county seat remained at this place for fifty years, where justice, sometimes quaintly, sometimes solemnly, and sometimes otherwise, was regularly or perhaps sometimes irregularly dispensed, still a battle for a change of base was waged unrelentlessly with ever-varying phases of hope and fear on the part of each of the gallant contestants, until finally in the year 1871, in consequence of greater numbers and better railroad facilities, the war came to an end by the removal of the much-coveted seat of justice to Port Huron.

Soon after the organization of the town of St. Clair, which, as before stated, was then co-extensive with the whole county, embracing an area of 1,500 square miles, the Court of County Commissioners, as it was then called, found it out of the question to try and run things smoothly and successfully without a building in which to try the evil-doers, and a jail in which to place some of them in durance vile; and, consequently, the said Court Commissioners, who then consisted of Andrew Westbrook, George Cottrell and John K. Smith, hired a room in the dwelling house of James Fulton for a court room and at the same time contracted with the said Fulton to build a jail in the rear of his dwelling house, and an appropriation of \$35 was munificently raised for the work of putting up said structure.

And thus was the administration of justice in St. Clair County commenced with a Circuit Court in a sort of *ad hoc* form, occasionally held, one James B. Wolverton being High Sheriff of the county and John Thorn Clerk of the Court. Some six years afterward and in the year 1827, the people had become too proud to longer do business in such primitive style, and consequently a new court house and jail were erected. It was a log structure twenty-four by thirty-four feet in size. It was built upon the present court house square, which had been conveyed to the county for this purpose by the said James Fulton, and in the year last named it was accepted by the Board of Supervisors, who, by timely legislation, had succeeded the County Commissioners in such matters, although, as we are told, the said new building was accepted in an unfinished state. However this may be, it remained the court house and jail of the county until 1853 when it was destroyed by fire.

Directly following this conflagration a new jail and village hall was built of brick by the people of St. Clair, and the said jail is still held and occupied as the jail of the county.

In the year 1856 a new brick court house was erected upon the site of the old one, and largely by private contributions of the people of this locality, and the same remained as the court house of the county until the year 1871, when the county seat was removed to the city of Port Huron.

The old temple of justice has since been conveyed by the county to our people and is now known as the city hall.

This place was laid out and platted in the year 1828 by Thomas Palmer, and was known for some years as the village of Palmer. But the name was afterward changed to the village of St. Clair, and in 1850 the village was incorporated and thus severed its connections as a part and parcel of the town of St. Clair.

#### THE FIRST NEWSPAPER

Thomas C. Fay, a native of Bennington, Vt., was the first owner of a newspaper office in St. Clair County, as he was one of the first publishers, printers and book-binders in New York City. To him Thurlow Weed was an apprentice, and many others who have since been identified with the press and political circles of the country, may be said to have begun their careers in his office.



About the years 1833-34, he shipped a newspaper press from South Carolina to St. Clair or Palmer Village, consigned to Thomas M. Perry. The press arrived, Perry took charge, and the first newspaper ever published in the county was inaugurated.

When he arrived at Palmer for the first time he was so charmed with the beauty of the locality, that he purchased a tract of land from Thomas Palmer. Shortly after this purchase he returned to his home at Georgetown, S. C., and shipped the press referred to. A few years before his visit to St. Clair, about 1827, he married Miss Mary M. Broderick, of Georgetown, who subsequently came with him to Michigan. Mrs. Hodgson, of St. Clair, one of Mr. Fay's children, came with her parents in 1831, and remembers vividly the quaint little village of that period.

At the time Mr. Fay came, there were only seven or eight buildings at St. Clair, principally constructed of logs, namely, the block court house, where the present city hall stands; Samuel Hopkins, and Mrs. Hopkins, Senior, lived in a frame house, built by Thomas Palmer, just north of Pine River, the same in which Mrs. Stein now lives. James Fulton lived in a frame house north of Samuel Hopkins; on the river bank, opposite Fulton's in the Indian orchard and burying ground was a frame building, with pebble plaster, the store of Thomas Palmer; the large frame building, partly finished in 1831, was built by Edward Hopkins, father of Samuel Hopkins, now owned by Mr. Potter, and occupied by Mrs. Mary McElroy. On the Eber Block stood a hewn log-house, built by John Thorn, used for every purpose in olden days, which was destroyed by fire over thirty five years ago. On the river bank above the Hopkins' yacht house was the Beardsley dwellings.

Where the Sheldon brick yard now is, Capt. Bassett had a dwelling built partly of logs and frame work.

South of Edward Hopkin's house, where the Beyschley Block now is, was the frame house of the Widow Partridge, in after years the wife of Dr. Chamberlin.

The houses of Letourneau, shoe-maker Miller, stood north of Pine River; south of Pine River were the Kitton and Truesdail grist and saw mill.

Mr. Fay died shortly after the establishment of his paper at St. Clair.

The first steam-engine built at St. Clair was that by Edmund Hodgson & Sons, in 1846, for the Sheldon tannery. It did service there until about the year 1867.

The Myron Williams card mill at Belle River was one of the introductions of the manufacture of woolens at St. Clair. In 1849 John E. Kitton and John Nichol built the old four-story structure which stood on the site of the present factory. In 1856, this partnership was dissolved. The buildings and machinery were burned, October 9, 1866, involving Mr. Nichol in a loss of \$12,000. In June, 1867, he began to rebuild, and in November of that year the present building was completed and the manufacture of woolens recommenced.

#### THE FIRE DEPARTMENT

There is a volunteer fire department supplied with a Silsby steamer. The city pays the engineer. It was the first organization of the kind at St. Clair. The second fire company was organized August 5, 1870, with J. W. Loucks, Foreman, T. J. Rooney, F. A., E. F. Barron, Secretary; Fred. Borntuger, Treasurer, and Alfred Jackson, Steward.

There was a destructive fire at St. Clair, April 29, 1875. The City Exchange, owned by J. L. Agens, was destroyed.

*Great Rise of the St. Clair*—The water in the St. Clair River, owing to the blocking up of the ice on the flats and the strong northerly wind, on April 24, 1870, was at an unprecedented height. It had not reached such a point for a great number of years. In this city some trifling damage was done to Hudson & Hall's dock, some timbers being floated out of their position by the current. The waters rose above J. L. Agens' dock and entered the basement of his store. The basement of Mr. Doherty's furniture store was submerged about four inches, the family having to retreat to the upper story. F. S. Steele's cellar was flooded a few inches, and some tobacco, sugar, etc., damaged. In Henry Baughman's saloon, below S. Bendit & Co.'s store, the water rose through the floor five or six inches, necessitating the removal of the occupants. The water also rose into S. Bendit & Co.'s cellar, which is on the same level. Between Sunday morning and 4 o'clock in the afternoon, the water had risen twenty inches above the previous level, and in the hour and a half following, had fallen twenty one inches. The sudden fall was undoubtedly owing to the breaking away of the jam between Marine City and Algonac. Some of our oldest inhabitants said that the

river had not been so high since 1839. At Algonac and Marine City, the un auspicious state of affairs prevailing on the river was fully experienced.

The pavement from Somerville School to the Oakland House, built in 1882, cost the city about \$40,000. The work was done by L. J. Peck, of St. Clair City.

#### OFFICIAL HISTORY.

The village and city officers from 1850 to 1882 are named in the following list :

1850 —President, James T. Copeland; Recorder, J. Hart Hawes; Treasurer, Charles Davis; Marshal, Smith Falkenburg; Assessors, V. A. Ripley, L. Smith; Trustees, W. B. Barron, Grant P. Robinson, Robert Scott, John Nicoll, Leonard Smith and Harmon Chamberlin.

1851 —President, W. B. Barron; Recorder, Smith Falkenburg; Marshal, Joseph C. Partridge; Treasurer, Joseph T. Copeland; Assessors, C. Davis, Edward Carleton, Jr.; Trustees, John E. Kitton, Daniel Follensbee, Benjamin Woodworth, William Grace, Robert Scott and Marcus H. Miles.

1852 —President, John E. Kitton; Recorder, Thomas E. Barron; Marshal, Timothy Barron; Treasurer, Leonard Smith; Assessors, R. Scott, F. Phenix; Trustees, Edward Carleton, Jr., Arthur M. Tenney, John E. Kitton, H. W. Morell, Alexander H. Bartley and Benjamin C. Cox.

1853 —President, John E. Kitton; Recorder, Thomas E. Barron; Marshal, Timothy Barron; Treasurer, Edward Carleton, Jr.; Assessors, J. Nicoll, H. H. Mather; Trustees, A. M. Tenney, A. H. Bartley, Dio. Sheldon, Leonard Smith, S. B. Brown and John Henderson.

1854 —President, John E. Kitton; Recorder, H. H. Mather; Treasurer, E. Carleton, Jr.; Marshal, John L. Agens; Assessors, D. Follensbee, J. D. Chamberlin; Trustees, Thomas E. Barron, A. H. Bartley, Michel Duchesne, Lester Cross, Timothy Barron and James Ogden.

During the years 1855-56 the officers elected in 1854, held their positions.

1857 —President, George W. Carleton; Recorder, H. H. Mathers; Treasurer, T. E. Barron; Marshal, William Cook; Assessors, D. C. Vance, C. Davis; Trustees, J. E. Kitton, F. H. Blood, William M. St. Clair, Edwin D. Kitton, W. B. Barron and William Grace.

#### MAYORS, RECORDERS, TREASURERS, MARSHALS, STREET COMMISSIONERS.

The following names represent the officers elected during the years 1853 to 1882, being Mayors, Recorders, Treasurers, Marshals and Street Commissioners, in the order indicated :

1858, Harmon Chamberlin, H. H. Mather, John Nicoll, S. L. Richmond, D. C. Vance.

1859, John E. Kitton, A. A. Carleton, John Nicoll, S. L. Richmond, D. Gurney.

1860, Eugene Smith, G. F. Collins, John Nicoll, P. Coyle, D. Gurney.

1861, William M. St. Clair, G. F. Collins, G. W. Carleton, P. Coyle, J. W. Loucks.

1862, G. L. Cornell, G. F. Collins, G. W. Carleton, J. Doak, J. W. Loucks.

1863, F. H. Blood, George C. Soles (also City Clerk, 1863), Ed. Carleton, A. J. Cummings, H. Whiting (Assessor).

1864, F. H. Blood, William Spendlove, John Marks, D. Edwards, B. W. Jenks.

1865, F. H. Blood, D. D. O'Dell, George C. Solis, H. S. Moore, B. W. Jenks.

1866, George L. Cornell, George H. Hammond, E. M. O'Brien, N. Farrington, J. E. Kitton.

1867, John Nicoll, J. D. Chamberlain, R. Scott, W. H. Dunphy, B. W. Jenks.

1868, D. Sheldon, J. D. Chamberlain, R. Scott, J. H. Morrill, B. W. Jenks.

1869, Tubal C. Owen, George F. Collins, J. B. Lucas, Jos. Stitt, George L. Cornell.

1870, John E. Kitton, J. W. Hill, J. B. Lucas, J. Duchesne, F. H. Blood.

1871, John E. Kitton, J. W. Hill, T. J. Nicoll, George A. Carleton, G. L. Cornell.

1872, John E. Kitton, J. W. Hill, Gus. Strauss, Alex. Bartley, E. Smith.

1873, John Canan, J. W. Hill, Gus. Strauss, George A. Carleton, G. F. Collins.

1874, Deodorus Sheldon, George J. Ward, J. S. Harrington, Alex. Bartley, B. W. Jenks.

1875, Deodorus Sheldon, George J. Ward, G. A. Doubleday, B. W. Jenks.

1876, Crocket McElroy, George J. Ward, Wheeler Stone, W. B. Morse, F. H. Blood.

1877, Deodorus Sheldon, George W. Corbishley, E. R. Harrington, S. C. Fairman, F. H. Blood.

1878, Gustavus Strauss, T. J. Millikin, ———, S. C. Fairman, ———.

1879, Justin R. Whiting, T. J. Millikin, George A. Carleton, A. St. Aubin, C. H. Waterloo.

1880, C. F. Morse, C. B. Waterloo, ———, M. Simpson, C. H. Waterloo.

1881, C. F. Morse, C. B. Waterloo, J. W. German, M. Simpson, C. H. Waterloo.

1882, R. H. Jenks, A. A. Currie, A. Eber, Jr., J. G. Wortz, C. H. Waterloo.

## ALDERMEN OF ST. CLAIR CITY.

- 1858, William M. St. Clair, S. B. Brown, D. Sheldon, George W. Carleton.  
 1859, William M. St. Clair, S. B. Brown, D. Sheldon, H. B. Steele.  
 1860, D. Sheldon, F. H. Blood, H. H. Mather, R. H. Jenks.  
 1861, F. H. Blood, J. L. Agens, H. H. Mather, D. E. Solis.  
 1862, J. L. Agens, S. B. Brown, M. H. Miles, R. H. Jenks.  
 1863, William Grace, D. Sheldon, M. H. Miles, S. Hough.  
 1864, William Grace, Henry Whiting, T. J. Rooney, S. Langell.  
 1865, Henry Whiting, S. B. Brown, Ed. D. Kitton, William A. Warren.  
 1866, S. B. Brown, C. Beyschlag, Joseph Stitt, Francis Krouse.  
 1867, S. B. Brown, D. D. O'Dell, James Armstrong, G. Barntrigger.  
 1868, D. D. O'Dell, H. Whiting, William Black, George Barntrigger.  
 1869, Henry Whiting, D. D. O'Dell, William Black, F. S. Steele.  
 1870, D. D. O'Dell, Samuel Benditt, F. S. Steele, Gus Strauss.  
 1871, Gus Strauss, S. Benditt, F. H. Blood, James Moore, Joseph Laffrey, George H. Palmer.  
 1872, Board same as 1871—J. L. Agens *vice* James Moore.  
 1873, S. Benditt, Charles Hubbell, George C. Solis, Joseph Laffrey, F. H. Blood, J. L. Agens.  
 1874, George C. Solis, F. S. Steele, Sol. Gilbert, H. P. Wands, John L. Agens, Joseph Laffrey.  
 1875, F. S. Steele, J. L. Agens, S. Gilbert, G. C. Solis, H. P. Wands, Joseph Laffrey.  
 1876, J. L. Agens, S. Gilbert, C. F. Moore, H. P. Wands, Charles Beyschlag, D. W. Hathaway.  
 1877, Charles Beyschlag, Bruno Streit, J. L. Agens, F. C. Moore, S. Gilbert, D. W. Hathaway.  
 1878, C. Beyschlag, G. Hathaway, B. Streit, F. C. Moore, John C. Clark, T. J. Rooney.  
 1879, H. Fischer, William Grace, W. B. Morse, T. J. Rooney, B. Streit, G. C. Solis.  
 1880, William Grace, C. McElroy, B. Streit, W. B. Morse, T. J. Rooney, G. C. Solis.  
 1881, J. M. Sanborn, O. K. Hopkins, W. B. Morse, B. Streit, Fred. Barntrigger, G. C. Solis.  
 1882, J. M. Sanborn, J. R. Whiting, Mark Hopkins, W. B. Morse, B. Streit, Fred. Barntrigger.

## JUSTICES OF THE PEACE.

In the township history, the names of city supervisors are given. The following are the names of Justices elected by the citizens since the year 1858: Albert A. Carleton and Obed Smith, 1858-62; David D. O'Dell, 1860-64; Marcus H. Miles, 1861; George F. Collins, 1866-71; Albert Carleton, 1868-72; M. H. Miles, 1868; David D. O'Dell, 1870-78; A. A. Carleton, 1876; William Black, 1880; Edward Canan, 1881-82.

The following officers were elected in April, 1882, the figures indicating the majorities: Mayor, R. H. Jenks, 35; Clerk, C. A. Currie, 75; Treasurer, A. Eber, 5; Justice, Edward Canan, 146; Assessor, C. H. Waterloo, 134. First Ward, Supervisor, Geo. J. Ward, no opposition; Alderman, J. R. Whiting, 50; Constable, E. J. Hall, 145, no opposition. Second Ward, Supervisor, Benjamin Palmer, 68; Alderman, W. B. Morse, no opposition; Constable, L. Werner, 2. The Treasurer, Eber, and Constable Werner were the only offices the straight ticket secured in opposition to the union ticket.

## POPULATION

By reference to the table on another page, it will appear that in the early part of 1866 there were in the city 896 inhabitants between the ages of five and twenty years. Taking this number as the standard of computation, there must have been at that time about 2,550 inhabitants in the city. This would give an increase of 874 over the census of 1864, and 143 more scholars than in the preceding census. In the statistics of population, given in the general history, the increase in the number of inhabitants since the close of the war, is shown.

## THE CITY DURING THE WAR

From the moment the flag of the Union was hauled down at Sumter, the people of the city and township vied with each other in a desire to avenge the insult. Patriotism and generosity ran riot. War meetings were appointed in almost every schoolhouse in the county, and speakers were in great demand. The demand, however, was supplied, as men who had never made a speech before, and have not since, proved to be fountains of patriotic eloquence. Party lines were nearly obliterated, old feuds were forgotten, and a new era in good fellowship and patriotism inaugurated. Old enemies, both political and social, met at recruiting gatherings, and made speeches together.



Patriotism and a desire to do something for their country were not confined to the men. The ladies were busy preparing little things for the soldiers to take with them; making flags, committing patriotic songs, making rosettes of red, white and blue, and lending their influence by being present at all war meetings.

#### CONGREGATIONAL CHURCH.

The following historical sketch of the Congregational Church at St. Clair was prepared some years ago by Rev. Mr. Grannis:

"The history of the Congregational Church of St. Clair, dates from the fall of 1833. Before that Rev. Mr. Wells and Rev. Mr. Coe, Presbyterian ministers from Mackinaw, had preached occasionally, and during the preceding summer Rev. Albert Worthington, a Congregational Home Missionary, had preached regularly in the log court house. Mr. Worthington, assisted by Rev. Luther Shaw and a delegate from Romeo, organized a Congregational Church of fourteen members in September, 1833, at the house of S. F. Hopkins. The following minute appears on the records of the Detroit Presbytery:

"MONROE, September 18, 1833.—Request from Congregational of St. Clair, through Rev. L. Shaw, to be taken under the care of this Presbytery. Presbytery granted the request."

"This shows that in the same month of its formation, the church became Presbyterian on the plan of union, which was generally adopted by Congregational Churches in the State. In October, 1835, the Presbytery held its stated meeting with the church in St. Clair.

"The records show that in February, 1835, the church, at its request, was received into the Presbytery, as a distinctively Presbyterian Church. The causes of this change are to be found in a case of discipline in the church, which it was thought required the aid of the Presbytery.

"In those early days, the remains of old Fort St. Clair were distinctly visible. Pine River was bridged by a raft of logs, the forest stood close around the little settlement; sidewalks were not in use. Two or three houses stood on the south side of Pine River, one of which was a hotel. The town was laid out into squares, but the buildings were few. Conspicuous among them was the old log court house used for town meetings. Romeo was then called Indian Village, and St. Clair the village of Palmer.

"To make it more easy to remember the history, I will divide the forty-five years between 1833 and 1878, according to the different pastorates of the men who have been pastors of this church.

"The first is the pastorate of Rev. O. C. Thompson. Soon after the church was organized, Mr. Worthington left, and there was no regular preaching till the spring of 1834, when Mr. Thompson came up from Detroit. In the fall of 1834, he moved his family here, and was ordained and installed pastor of this church by the Detroit Presbytery. Installation services were held in the court house at early candle light (the candles being fastened with forks to the sides of the house). Rev. J. P. Cleveland, presided, and preached the opening sermon from James, I, xxii: 'Be ye doers of the Word and not hearers only,' and offered the opening prayer. Rev. George Eastman gave the charge to the pastor and to the congregation. Mr. Thompson's pastorate was the longest of any, and being the first pastor his work and influence are strongly impressed upon the history of the church.

"The records of the thirteen years of his pastorate are not complete enough to enable me to describe fully the life and work of the church. In the spring of 1835, a society was formed called the Tabernacle Society of St. Clair: six trustees were appointed, and the organization was certified as required by law. This was substantially the beginning of our present Congregational society. The Trustees were E. Beardsley, S. Heath, H. Chamberlin, A. Northway, G. Palmer, J. Doran. E. Beardsley was elected Treasurer and S. F. Hopkins, our present Collector, was initiated into the work of the collectorship. E. G. Wells, a professed minister of the Gospel, occupied the pulpit a few Sundays in the absence of the pastor, but turned out to be a wolf in sheep's clothing and set the teeth of the church on edge, doing great harm. Another man of this stamp named Van Wormer, accomplished a similar disturbance in 1843. The project of church-building now occupied the thoughts of the people. In November, 1835, a committee was appointed to secure a site, and another committee to draft a plan and estimate the expense. The first proposition was to build a house 40x55 feet, capable of seating 400, at an expense of \$2,000. At this time, the records give signs that financial troubles were clogging the wheels. The building project languished, and after more than a year, in December, 1836, an application was made to the Home Missionary Society for \$200, 'to aid in the support of the Gospel.' In July, of the next year, 1837, the building committee reported

that they could not devise any plan for going on with the building. Nothing decisive was accomplished toward building until the spring of 1840, more than five years after the first steps were taken.

The frame work for the house on the large plan of a seating capacity for 400 was on the ground, but no way of going forward with the building appeared. At this point, Everett Beardsley entered into a contract to build the house on a smaller plan (40 feet by 26), promising to take his pay in "all kinds of produce, viz: wheat, corn, peas, barley, hay, meat, stock and merchandise."

The building was thus accomplished and with much effort and sacrifice, with the help of the Ladies' Sewing Society, who at one time nobly emptied their treasury to buy glass, the meeting house was finished and furnished by January 1, 1841. Two or three years later, an addition was made to the building, leaving it in its present condition. The expense of this addition was \$210, and the amount was raised by subscription and by the sale of slips. In 1838, on account of ill health, Mr. Thompson desired to have the pastoral relations between him and the church dissolved, but at a meeting of the church it was resolved unanimously that "we request Mr. Thompson not to leave us." The request, however, was again made in October, 1839, to the Presbytery, and as the congregation this time concurred in the request, the Presbytery voted that the pastoral relation be dissolved. Mr. Thompson prepared to go to Green Bay, but the boat failing to make its last advertised trip for the season, he was left with baggage packed on the dock and thus, as some of his people thought, he was providentially hindered from going. He went soon after to Port Huron, where he remained one year.

We have seen that the church became Presbyterian in connection with a matter of discipline. After about eight years of Presbyterian history during which the same trial hung persistently over them, they resolved to make an ingenious back leap into Congregationalism, leaving their adopted father, the Presbytery, without ceremony. By this they escaped in a good measure from their case of discipline, but truth requires it to be said that a committee appointed by the Presbytery, in 1842, passed a resolution of censure upon their action, after which the Presbytery had no further relation to this church. Twenty-one persons received letters of dismission from the Presbyterian Church and were organized into the Congregational Church of St. Clair, February 10, 1841.

Nine refused to take letters. Of these twenty-one, Mr. and Mrs. S. F. Hopkins, Deacon H. P. Cady, Samuel Webster, Parker Webster and Alpheus Earle are now members of the church.

The Congregational Church thus formed turned its eyes toward the former pastor, then in Port Huron, and Rev. O. C. Thompson was installed over it by ecclesiastical council soon after its organization.

The following month eleven female members were received by letter and during the following three years, twenty-nine were admitted, twenty-one by letter, six on profession. We have no record of the membership of the church and Sunday school during Mr. Thompson's pastorate except for the years 1845-46. Reports from the Congregational Churches then first began to appear on the minutes of the general association, and there we find that in 1845, the church had forty-three members, the Sunday school one hundred and forty. In 1846, the church had thirty-seven members, the Sunday school one hundred.

During the latter part of this pastorate, services were held only every other Sunday, the pastor preaching on alternate Sabbaths at Algonac and Newport, which churches were formed at first as branches of this church.

About 1846, Mr. Thompson, on account of feeble health, asked the church to join with him in calling a council for dissolving the pastoral relation. They declined to do so but released him from the obligation of supplying the pulpit and charged him to go and seek his health. His pastoral relation has never been dissolved. The particulars of the religious life and work of the church during the twelve years of Mr. Thompson's pastorate cannot be gathered from the records. Mention is made of a revival conducted by Rev. O. Parker in the Methodist Meeting House which added many to the church. The resources of the church during all these years were small. The membership must have averaged less than fifty. The pastor's salary was small and often in arrears. The following is the collector's report at the close of the year 1836:

St. Clair, November 5, 1836

Paid over to the pastor, Rev. O. C. Thompson, as per receipts on hand, \$146.00. Balance due on subscription list, \$126.

JOHN DORAN, *Collector* *Tellervoile Soc.*

Adding the amount collected and the amount due, we see that the salary paid by the church

for the year was \$332. Whether this included the amount paid by the Home Missionary Society is not stated. Mr. Thompson is beloved and remembered tenderly by the remaining friends of those early days of hardship. He passed with them through the privations and toils incident to pioneer life. During the severe famine in the spring of 1837, a traveler received for dinner at the hotel a small piece of brown bread and a piece of pork two inches square, and was told that if all the eatables in town were gathered together there would probably not be enough for a full meal for each of the inhabitants.

In that year, the first boat from Detroit was hailed as a deliverer, and flour and pork were weighed out by the pound to the people that filled the dock. The church and its pastor struggled together through such privations as this; their hearts were bound together by a common experience of hardship. While we regret the occasional dissensions that mar the history, we still are proud of the heroic spirit that held them together and sustained regular service in church and Sunday school in times like those. This first and longest pastorate will always be memorable in the history of the church. The bell that now hangs in the steeple was placed there by subscription with the help of the Ladies' Sewing Society in 1843 or 1844, and for years was used as a substitute for a town clock, being rung morning, noon and night. Mr. Thompson said to me at his last visit here, "It is the sweetest toned bell for me that rings, because of its associations." He writes from Detroit, "Up to this time my heart yearns over that church, my first love." Mr. Thompson's pastorate closed, as nearly as we can estimate, in the summer of 1847.

He was followed by W. P. Wastell, who was acting pastor for about two years, until August, 1849. During these two years, seven were received into the membership of the church, among whom appear the names of Henry Whiting, Harriett Rice and John Rankin.

The two following years, from August, 1849, to August, 1851, cover the ground of Rev. H. H. Morgan's pastorate. It was a period of great activity, and we may properly call it the equinoctial storm of this history.

During the first winter of his stay, there was a revival and many were genuinely converted. The services were thronged so that the aisles were full, and many non-church-goers were seen for the first time regularly at church; \$400 were raised for his salary, and Deacon Cady was appointed a committee to see to the painting of the house, which was paid for by subscription.

March 3, 1850, forty-six were admitted at one communion service. During Mr. Morgan's first year, no less than seventy united with the church, but during his second year only four united.

In the fall of 1850, the following vote was passed:

"Resolved, 1st, That we make our pastor an honorary member of the A. B. C. F. M., by paying \$50 into its treasury.

"2. That we pledge an amount equal to 66 cents per member; our present number is 110. The amount will be not less than \$72.60.

"3. That the resolutions be published in the *New York Evangelist and Observer*, for the encouragement of the board and to excite other churches to emulation."

This generous resolution is the first notice we have of contributions to the benevolent societies. Up to this time, aid had been received regularly from the Home Missionary Society. This good resolution, however, was afterward rescinded and the money used for society purposes, reminding us of the brother who said, "I go sir," but went not. The next year, however, \$50 were sent to the American Board. This church was represented by delegates at the council which, in February, 1851, installed Rev. P. R. Hurd over the Congregational Church in Romeo. Under Mr. Morgan the question of building a new church was agitated and strongly favored by the pastor, but no efficient steps were taken.

In January of this year, the plan of rotation in the office of deacon was first adopted. In the spring of 1851, Mr. Morgan was invited to settle as pastor over the church, and accepted conditionally, but in the summer he gave six weeks' notice of his intended resignation, and in August he closed his labors here. Looking back over his two years' work, we admire his zeal and regret that it was not always according to knowledge. He had a sharp sword, but he drew it among his friends, and by indulging in personalities in the pulpit, he roused such strong feeling that fourteen stanch members of the church withdrew in a body after submitting their reasons for so doing in writing to the church.

The foundation of the church sustained the pastor, but all regretted that his preaching was so personally denunciatory. God granted His Spirit until personal feeling entered into the work, and



then the Holy Ghost departed. A good number of those who withdrew afterward returned. When Mr. Morgan came, the church had a membership of 13. He left it with a membership of 84.

The church with one month's delay engaged Rev. George M. Tuthill, and in October, 1852, he was regularly installed. In the council that installed him, Rev. H. D. Kitchell was elected chairman and preached the sermon. The charge to the pastor was given by Rev. P. R. Hurd and Rev. W. P. Russell gave the charge to the people (the same part which he took in the ordination of the present pastor in 1876, twenty-four years later). Mr. Tuthill's pastorate of seven years was a period of harmonious and normal church life. A decided effort was made in 1853 to raise money for the Home Missionary Society, to which the church was so much indebted for years of assistance.

Monthly subscriptions were started and \$75 were collected for the Home Missionary Society. And for a time \$100 a year was collected for the American Board. But the zeal gradually diminished, the subscriptions were neglected, and the plan failed.

The church was often compelled to do the work of the society, because the society neglected to do it. The benevolent contributions were better attended to than the pastor's salary—the church being generous before it was just—and the records state that the finances of the society were at loose ends. The records, however, do not show that this church ever failed to fulfill its obligations. The question of building a new church came up for the second time during Mr. Tuthill's stay. Committees were appointed and estimates made, but no agreement could be reached in regard to location. Deacon Reuben Moore volunteered to give one-quarter of the cost, but the subject was finally allowed to drop. Reports from the State Association records show that the Sunday school numbered about one hundred during these seven years. The church numbered in 1852, 74 members; in 1853, 88 members; in 1854, 98 members, and in 1855 it had increased to 100 members. After it was diminished by removals, and when Mr. Tuthill left in 1858, it had a membership of 82. This church was represented in 1858 by Andrew Blakie in the council that installed Rev. J. S. Hoyt pastor over the church at Port Huron. We ought not to fail to mention a revival in the spring of 1852, when union meetings were held and a number were converted. 11 uniting with the church. Up to this time, Sunday services had been held at 10:30 A. M. and 1:30 P. M., with a prayer meeting at 6 o'clock. In August, 1856, the afternoon service was changed to 4 o'clock, and the 6 o'clock prayer meetings omitted, but in October of the same year the church returned to the old plan. In 1857, the services were changed to the hours now in use. A resolution was passed this year that the expenses of the pastor in attending ecclesiastical meetings should be paid from the church funds, but this practice was not continued. An interesting item in regard to the choir appears in the records:

February, 1858, Mr. S. F. Hopkins, who has long led the singing in the worship of the sanctuary, requests to be released from the duties of leader on account of physical disability to perform them."

The church expressed regret at this announcement, and requested Mr. Hopkins to procure a substitute, or with such assistance as he could get to go on with the choir. On one occasion in the old log court house, Mr. Hopkins was requested by the minister to "raise the tune." He declined, on the ground that the congregation all sang one part, but, on condition that four parts instead of one should be sung, he became leader of the choir, and filled that position for many years.

Another occurrence was a call upon the faithful Ladies' Sewing Society for assistance in paying off a debt of \$400, due the pastor. They generously responded, and the debt was paid. The Ladies' Society has been the reserve force of the church all along the way, and has often been called up to save the day in the hard-fought battle. When the meeting-house was first built, the pews were sold to individuals to hold as permanent property. In 1857 the majority of the pew owners agreed to surrender their ownership for the benefit of the church, and the pews were rented then by the church. Afterward the seats were made free. Some of the pew owners demurred to the vote to surrender the pews, but the church was in financial straits and no other way seemed to open to them. In November, 1858, owing to financial difficulties in the church, Mr. Tuthill was released from the pastorate by a council; Rev. W. P. Russell was Moderator of the council, and Rev. P. R. Hurd, scribe.

With its usual promptness in choosing a pastor, the church, in July, called Rev. James Vincent, who immediately began a pastorate which lasted four years. Three candidates had been heard before him—Rev. James McLain, Rev. M. Lightbody and Rev. Joseph Peart. The last of these came very near being called to remain. The church at this time made application to the

Home Missionary Society for \$200 to aid in the minister's salary. It was during Mr. Vincent's pastorate that quarterly collections for benevolent objects were established, the four objects being the Home Missionary Society, the American Board, the Bible Society and the American Tract Society. Seventeen new members were received during these four years. The membership for these four years respectively was 83, 88, 91 and 87. The Sunday school numbered about 100. Mr. Vincent was not installed. In February, 1862, a circular from Chicago aroused the ladies on the subject of Missions: a meeting was called at Mrs. Cady's and the Ladies' Auxiliary Missionary Society was formed. Mr. Vincent resigned in February, 1862, but remained until April.

This year William Grace was chosen to represent the church at the State Association which met at Grand Rapids. Throughout its history, this church has regularly been represented at the meetings of the State Association and the Eastern Conference, except for a small period between 1871 and 1876.

Now comes an interval of eleven months filled up by reading meetings and occasional preaching. Rev. H. S. Clark occupied the pulpit for three months, but the choice fell finally on Rev. L. P. Spellman, who, in March, began his pastorate. The Plymouth collection was adopted as the hymn book.

A memorable event during this pastorate was the meeting of the Eastern Conference in May, 1866. In this year, the cause of the Freedmen was substituted for the Bible cause in the benevolences, and the whole amount of benevolent contributions was \$107.65. The standing rules of the church were collected and put into shape. The building was repaired and banked for winter. Mr. Spellman's pastorate was quiet, earnest and enterprising, and resulted in adding thirty-three new members to the church, twenty-five of them on profession. For the four years of his pastorate, respectively, the church numbered eighty-four, eighty-eight, ninety-four, ninety-two. The Sunday school numbered seventy-five, eighty, ninety-five, eighty. The increase was about balanced by continual removals of church members. Mr. Spellman was hired by the year and not installed. Mr. Thompson and Mr. Tuthill being the only installed pastors of this church. He closed his labors in the spring of 1863. Rev. W. P. Wastell was then in Port Huron and received a call from the church to be acting pastor for a year. He began his second pastorate here in May, 1867, and remained three years. These three years were the most prosperous in many respects which the church has seen. He found the membership ninety-four and brought it up to 120, the largest number it has ever had. The benevolent contributions averaged nearly \$100 a year, except the last year, 1870, for which there is no report and the Sunday school was carried from a membership of ninety-five up to 150 members, the highest number it has ever reached. Evidences of the blessing of God upon the church appear in the records during the period, and many young persons were taken into fellowship, among whom are the names of Josephine Mortinger, George McAdam, Louisa McIntyre, Alice Grace, Mahala Mitchell, Millard Mitchell, Hattie Waterloo, Julia Palmer, T. L. P. Miles, Frank Paris, Edwin Earle, Joseph Johnston, Annie Johnston, Eliphalet Webster, Nancy Webster, Mary Earle. A general revival conducted by Mr. Graves was the occasion of bringing these accessions to the church.

The church lost its watchfulness over this precious flock during the following years when preaching was suspended. The fruits of this revival were gathered into the church, but by its subsequent neglect some of these young converts have wandered far from God, an inevitable result when a church suspends its watchfulness.

The pastorate of Mr. Wastell closed in the spring of 1870, and in June of that year Rev. H. B. Dean was called with the promise of a salary of \$1,000, including a donation. The meeting house was again repaired, and it was resolved that "the church looks very much better than before it was renovated," and a general vote of thanks was moved and carried. Mr. Dean's pastorate lasted a year and three months. It was a year of stir and activity, but along with those came troubles. The amount raised for parish expenses was greater than any other year, reaching \$1,600, benevolent contributions were \$100. Mr. Dean began his ministry under more favorable circumstances than any other minister, but an unfortunate division arose in the church over the character of the pastor, and the bright prospects were not realized. Several dismissions from the church are recorded, but no admissions except that of Mr. Dean. He terminated his work in September, 1871, leaving the church with a membership of 116, and the Sunday school of 145.

A period of three months was then bridged over by reading services, and in December the pulpit was filled again by Rev. George F. Waters, a theological student from Oberlin. The records for

1872 show a serious failing off in membership caused by removals, which reduced the church to sixty-eight members, and the Sunday school to ninety. Mr. Waters spent three months with the church, and did vigorous work which greatly blessed it, but returned to his studies at Oberlin after his vacation had expired. He was here during December, January and February, 1871 and 1872.

The following in regard to the Baptist Church appears :

"October 13, 1872.—The Baptist congregation and their minister Rev. Mr. Deland, will hold their services in our church on Sunday evenings until further notice."

This brotherly act shows the spirit which the Congregational Church has entertained toward the other churches in the place.

Now follows a period of a year and eight months from March, 1872, to November, 1873, in which there was no regular preaching. Calls were extended to Rev. G. F. Waters and Rev. J. F. Ellis, but were not accepted. Letters of dismission decreased the membership to fifty-eight. It was a period of retrograde. But in November of 1873, the wheels began to move again, and Rev. John Van Antwerp became pastor of the church. He remained one year. His pastorate was one of faithful work. No additions are reported, but letters of dismission were frequently granted, and at the end of the year the membership stood fifty-five, while the Sunday School numbered sixty. The five years between September, 1871, and 1876, were the darkest since the old pioneer days. No benevolent contributions were taken. The membership dwindled to fifty-three. The flock was scattered while the fold was empty. Some wandered on the mountains and have never yet returned to fellowship with their spiritual mother. Some grazed in other pastures, wisely deciding not to starve even though their own table was empty. All these days neither sun nor stars appeared, and voices were heard asking whether it were not better to give up the ship. The old pioneer spirit, however, came to the rescue, the honorable and sacred church of nearly a century was not to perish, the Lord whom they sought suddenly came to His temple. After persistent and noble efforts on the part of several, and after one severe disappointment in not securing a pastor, the present pastor was called, and in September, 1876, church work under his ministration regularly began. During the two years between September, 1876 and the present month, the membership of the church has increased from fifty-three to seventy-nine. Thirty-seven have been received, eighteen by letter, and nineteen by profession of their faith. A number have been dismissed by letter. The constitution and by-laws of the church have been remodeled. The society has resumed its regular and distinctive work as a secular body. In the fall of 1876, the meeting house was again repaired and repainted, and the choir seats changed from the rear to the pulpit end of the house. Quarterly contributions for benevolent objects are regularly taken; the contributions for 1877 being in all over \$100, and for 1878 they promise to be the largest ever made by the church in one year. The Ladies' Aid Society is thoroughly organized and doing efficient service in the church. The Ladies' Auxiliary Missionary Society raised over \$30 last year and hopes to double it during the present year. The pastor's salary has been paid monthly and for the most part promptly. Looking back over the long and checkered years, we see that the hand of God has been over this people. A few of my hearers to-day have trod the whole journey and can remember the first beginnings. Their hair has gathered whiteness during the long journeying, and their eyes dimness, and the hand has learned to tremble, but they can testify that God has blessed this church, and they can testify to the sacrifices which its members have made all along the way, and they can rejoice as the most of us cannot, over the present favorable prospects in which the smile of heaven again rests upon this Zion.

This historical sketch will not be complete without some mention of prominent workers in the church who have died or moved away. Of those now living here, Mr. and Mrs. S. F. Hopkins and Mrs. Deborah Palmer were present at its organization, and Deacon Cady soon after its organization. Among those who are dead or removed the following are worthy of special mention—John Johnson, Sr., Elisha Smith, Dr. Justin Rice, Andrew Blakie, Reuben Moore, Benjamin Bissell, A. Northway, Everett Beardsley, Gen. D. Northrup, Harmon Chamberlin, George Palmer, John Doan.

Reuben Moore united with the church in March, 1850, and from then till the day of his death he gave himself heart, hand and pocket book, to the work of the Lord. He was the staff on which the pastor might always lean. When the plan of rotary Deaconship was adopted, he was elected one of the two Deacons and was always unanimously re-elected Deacon of the church until the time of his death. His deeds of liberality and love are too many to mention, but they were continually blessing the church, and the cause of the Lord he delighted to serve, and both he and his faithful wife will always be held in loving remembrance by those who know the history of this church.



Andrew Blakie joined in 1851, by letter, from the Scotch Presbyterian Church in Detroit. He also put his broad Scotch shoulder to the wheel and made himself a power for good. A letter from him to the society, urging them to keep good faith with the pastor in regard to paying his salary, has such a hearty, genuine ring that I would be glad to quote it in full, but lack of time forbids. He became a Deacon in 1852, and was often re-elected to that office.

Dr. Justin Rice and his wife were received in 1846; but, after one year's most valuable service as a pillar of the church, Dr. Rice was removed by death.

Elisha Smith was one of the three Deacons who in 1841 were elected in the newly organized Congregational Church. His name appears often in the records, in committees and among the workers in the front rank. He was called from his work by death in 1847, and "received the promise."

Gen. D. Northup united in 1845, was prominent in church work and a great help in the choir. In 1850, both he and his wife requested and received letters of dismission.

The name of George Palmer appears among the Trustees of the Tabernacle Society at its organization in 1835. He was one of the financial committee during the building period, between 1835-40, and one of the six Trustees of the Congregational Society at the time of its organization in 1841. He died in August, 1859. Another prominent member for a short time was Deacon S. S. Barnard, who united in 1838 and was elected Elder, and in 1841 helped to organize the church in Algonac. Afterward he removed to Detroit and was for years a stanch pillar of the first church in Detroit, both spiritually and financially. He lives in St. Clair in feeble health, but sound in mind and in spirit as in his working days. The others we cannot now mention particularly. Some who are still members of the church have done faithful service for many years, but their work is not yet done and we cannot speak of them here.

A large percentage of those who have formed the body of this church during its history are from New England. Out of a package of letters of dismission from other churches to the Congregational Church of St. Clair, nearly one-half are from the Eastern States. It is remarkable that all of the former pastors of this church are yet living, and all but one are in the State of Michigan. (The whereabouts of Rev. H. H. Morgan are not known to me.)

Is not this a history that should inspire courage and hope and respect for the church among all who value the cause of Christ and appreciate the influence of a church? The two great sins of the past have been allowing personal dissensions to continue in the church and that long suspension between 1871-76, but "let him that is without sin among you cast the first stone."

Amid discouragements and differences and financial weakness and indiscretions in the pulpit and out of it, amid reverses and removals and business depression in the town, amid skepticism and indifference without and financial straits within, through the long famine of 1837, through obstacles that would have crushed any church not having a tenacious faith, this venerable church has held together. She has struggled through them all. For forty-six years she has held up the torch of religion in this town, maintained regular preaching and won a reputation for generosity. With all the faults of the past she has a noble history. By much the oldest church in St. Clair, and the oldest in St. Clair County, her very age is honorable."

The corner-stone of the present Congregational Church of St. Clair was laid with appropriate form, September 3, 1879. The building is of red brick with stone facings, modern Gothic, with a clock tower sixty-six feet high, at the southwest corner. The length of the building is 103 feet, breadth forty-eight feet, and to height of apex of roof fifty feet. The audience room measures 59x40 feet. The pews are arranged in amphitheatrical form, and afford seating capacity for 360. The Sunday school room is 35x26 feet, while the Bible and class rooms, and apartments for secular use in the basement, are large and numerous.

Articles in the corner-stone. An account of organization of the church and its former efforters to build; a list of officers for 1879; Rev. A. H. Ross' address; Plymouth Collection hymn book; Gospel Songs hymn book; American trade dollar, dated 1878, with the name S. F. Hopkins stamped on it; a copy of *Sunday School Times*; a copy of the *Royal Road*; a slip bearing the names of the Governor of Michigan and Mayor of St. Clair; a photograph of the old church; the old pulpit Bible which was presented to the church forty years ago; an old pewter communion cup, in use at Barrington, Mass., for fifty years, and at St. Clair for the forty years ending in 1879; names of United States officers; stamps, religious statistics, and a copy of the *St. Clair Republican*.

The church property is valued at \$15,000. The building committee appointed by the society,



*C. McElroy.*





May 8, 1879, was composed of Mark Hopkins, R. H. Jenks, Crockett McElroy, Frank Moore and George W. Barnard. The present officers of the society are Rev. Clarence Eddy, pastor; S. F. Hopkins, Mark Hopkins, William Grace, R. H. Jenks, C. F. Moore and P. A. Cady, Trustees. The present membership is stated to number 115.

#### FIRST BAPTIST CHURCH

The first movement toward a Baptist Church in St. Clair County was made in the township of China, south of the city. The Rev. Y. Z. R. Jones began work here in 1835. Afterward Rev. E. K. Grout came to the pastorate of the church in China and a church in Newport (now Marine City) a branch of the China church. He began a service in St. Clair at the old log court house. This led to the organization of the church, November 5, 1848. The original members were Rufus Swift, John M. Oakes, Daniel Stewart, Minerva Oakes, Elizabeth Swift, Mary Nicols and Maria C. Eldridge. Of these original seven members, Mrs. Mary Nicol, the wife of John Nicol, owner of the woolen mills of this city, is the only one now living. During the whole history of the church she has been a faithful laborer. The officers of the infant organization were, Pastor, E. K. Grout; Deacon, Rufus Swift; Clerk, Daniel Stewart. One of the earliest acts of the church was the adoption of a temperance resolution, February 24, 1849, reading as follows: "Resolved, That as a Church of Christ, we will not admit any person to membership with us that makes an habitual use of intoxicating drinks as a beverage, and that we will carry the amount of our influence, moral and religious, to effectually remove the evil of intemperance from the world." The spirit of this resolution has been kept alive in the church through all its history, and at every covenant meeting the temperance pledge is solemnly renewed, being incorporated into the covenant itself. On account of the failing health of pastor Grout, Rev. Nelson Eastwood was called as pastor of the church, and began his labors November 30, 1850. In June, 1856, we find Rev. Silas Finn as pastor of the church. His pastorate was a long and successful one of nearly ten years. In the spring of 1866, Rev. D. C. Marybin became the pastor. On January 6, 1869, William A. Kingsbury was called to the pastorate, and June 24 of that year a council of the neighboring Baptist Churches was convened with the church of St. Clair, and Brother Kingsbury was ordained to the work of the Gospel ministry. April 4, 1874, Brother Peter Cary was called to the pastorate, and on June 18, following, he was ordained by a council convened for that purpose. On account of failing health, he served only a little over a year. June 5, 1878, Rev. Edward Blanchard was called to the pastorate and served nearly two years. He was followed February 14, 1877, by Rev. Henry Carroll. In November, 1878, Rev. J. Hall, D. D., of Port Huron, was engaged as permanent supply, and served as such for a year. At the close of this service the church enjoyed only occasional preaching until October, 1880. They were at this time very much discouraged by a debt that had rested upon them from the dedication of the church in 1874. On account of the financial depressions of these years, many subscriptions had failed, and a debt of over \$600 on the now weak church was the consequence. It had been reduced in strength by both removal and death, and this amount small in itself, hung like a vampire over them. At this time, however (October 20, 1880), they secured the services of Rev. S. Hendrick, and began again in faith. The sisters took hold of the matter, the debt was soon raised, and the church moved on with the enthusiasm of former days. The present membership is fifty-six. The present officers are: Pastor, S. Hendrick; Deacons, M. A. Cook, H. A. Cusick; Clerk, D. K. Oakes; Treasurer, Mrs. B. A. Jenks.

The Sunday school numbers about eighty and is in a flourishing condition.

The first meeting house was built about 1851 or 1852. There are no records to be found of the exact date. This house stood upon the present site of the church—Fourth street, between Trumbull and Cass. It was destroyed by fire, March, 1870, and was rebuilt in 1873. It is of brick, 40x70 feet. The audience room is twenty feet high, and will comfortably seat three hundred people. The basement contains a lecture room, parlor, kitchen and pantry. The building is well heated by furnaces. It was a fine building at the time of its erection, with a tower and spire on the southeast front corner. The present value of the house is \$6,000 although when built, in 1852, it cost over \$10,000.

#### PROTESTANT EPISCOPAL CHURCH

Trinity Church, St. Clair City, was organized in 1848. In 1845, Rev. Phineas D. Spaulding visited the village and preached to the congregation from 1845 to 1847, when the society was organized. In 1849, Rev. Milton Ward came, and remained until 1854. He was succeeded by Rev. George B. Engle, in 1855; Rev. G. B. Hayden, in 1860; Rev. Osgood E. Fuller, in 1861;

Rev. Joseph Pritchard, in 1862; Rev. Thomas Dooley succeeded Mr. Pritchard. In 1876, Rev. A. B. Flower took charge of the parish and served until 1880. The church edifice, a small brick building near the Union School, was built in 1854. The parsonage was built in 1867. The church building was destroyed by fire in 1873, and since that time services have been held in the City Hall.

In March, 1875, a meeting of the members of Trinity Church was held at St. Clair. D. D. O'Dell, A. L. Padfield, Joseph George, S. B. Brown, Henry Luck, James McJennett, John E. Kitton, George I. Ward and Alexander Bartley were elected Vestrymen. A committee was elected, consisting of John I. Kitton, S. B. Brown and D. D. O'Dell, to take steps to build a church edifice on the grounds belonging to the parish. Whatever action was taken by this committee is not known; in any case a house of worship was not erected. Now, however, with the revival of industry and the growth of religious enterprise, there is every reason to hope that still another Christian temple may be added to those of which the city now boasts.

#### METHODIST EPISCOPAL CHURCH.

The Methodist Episcopal Society of St. Clair was organized in 1850, by Rev. J. S. Smart. The new Methodist Episcopal Church of St. Clair was dedicated May 22, 1870. Rev. J. S. Smart conducted the dedicatory services. The reverend gentleman related some reminiscences of his pastoral labor in St. Clair twenty years ago, when he organized the Methodist Episcopal Society of St. Clair. His earnest, eloquent and humorous appeal to the members and others present for funds to free the church from debt was a master-piece of persuasive Christian argument and entreaty, and resulted in over \$7,000 being subscribed in the church. At a meeting of the Sabbath school in the afternoon over \$100 were subscribed by the children, which goes to liquidate the debt on the new organ. The evening services were opened with prayer by Rev. T. C. Higgins. This was followed by singing, after which the Presiding Elder, Rev. T. G. Potter, delivered an able and learned discourse, which showed depth of mind and liberality of views. Subscriptions were again taken up and over \$1,000 was raised, the total amount, nearly \$9,000, being more than sufficient to pay all debts on the edifice. The dedicatory service was then performed by the Rev. Mr. Smart, the Trustees being ranged in front of the altar, and solemnly charged to dedicate themselves to the cause of Christ; Henry Whiting acted as sponsor for the Church.

The description of the building is as follows: "The first thing which attracts the attention of the visitor is the admirable arrangement of the seats, which, like those in most churches built within the past few years, are arranged in a semi-circle or concave form, so that nearly every person seated faces the pulpit. There are three isles, one in the center, and one on each side of the apartment. On each side of the center aisle are thirty-one pews, and also three on the north side of the pulpit, making sixty-five pews in all, with a seating capacity for 425 persons. At the eastern end of the nave is a gallery, some ten feet deep, and extending the entire width of the church. In this gallery are six pews, which will seat from ninety to one hundred, making a total seating capacity in the auditorium of over 500. The choir will be seated in chairs, on the south side of the pulpit. The seats are of pine and whitewood, with cheery rails and black walnut elbows at the ends. The backs are of matched lumber and the boards are stained alternately in imitation of mahogany, oak, cherry, maple and walnut. The cherry rails and the ends of the seats where they front the aisles, are stained in imitation of mahogany, and the varying but generally dark and warm tints give the body of the room a peculiarly fine and rich appearance. An open box consisting of slats extending two thirds of the length of the pew, is placed at the back of each seat, and is an improvement over the common narrow shelf or desk in general use for holding Bibles, hymn books, etc. The wainscoting around the room, as well as the wainscot paneling in front of the gallery, are stained in imitation of different kinds of wood, similar to the backs of the seats. The pulpit is a simple but elegant desk of black walnut, with panels corresponding to the backs of the seat. The platform on which it stands (on which also is placed the seats for the choir) is about ten feet deep, fifteen inches above the floor, and is inclosed by a railing of black walnut. We here make bold to express our opinion that the bare, blank, white wall on the west (or pulpit) side of the room, produces an impression of incompleteness which the otherwise excellent appearance of the interior fails to entirely remove. The acoustic properties of the room, as tested during our visit, are not good, there being a reverberatory echo which will doubtless prove a source of annoyance, if not rectified by a sounding-board over the pulpit. It is said, however, that when the room is filled that this defect will not be so observable. The windows in the auditorium are twelve in number, which,

with four in the tower, at the eastern side, sufficiently light the room. They are of stained glass, and the effect is very beautiful and pleasing to the eye. The design in the center is a fillgree like tracery of drab, bordered with a vine of the same color, of a darker tint, surrounding this is a lemon colored strip of oak leaves and acorns, which in turn is bordered with marginal lines of blue, ruby, green and pink. The window-easings are imitation maple, with an outside molding of mahogany. The doors at the head of the north and south staircases have maple panels and oak stiles. The plastering is very good throughout, the walls and ceiling having the best kind of pure white hard finish, and where they meet is molded a broad and graceful cornice, while overhead are three plaster 'centers,' with hooks in the middle to sustain chandeliers. The free circulation of pure air, which should form an important feature in all public buildings, has been amply provided for, there being two ventilators in the walls, and four close to the floor, in different parts of the room. The carpet on the floor is of green and salmon color, diamond pattern, and harmonizes with the fittings and general appearance of the room. The damask seat covers are of a similar color and pattern. The best efforts of the painter's art, however, are outside the auditorium. The wainscoting on the staircase and vestibule is beautifully grained in close imitation of mottled and bird's-eye maple, relieved with mahogany rails and cap-moldings. The graining of the door at the main entrance is said by good judges to be first-class. It is grained in imitation of mahogany, with bird's-eye maple panels. The rooms on the lower floor are plain and serviceable apartments."

#### CATHOLIC CHURCH OF ST. CLAIR

The beginnings of the church at this point are noted in the history of the church at Port Huron. In 1863, St. Clair and Marysville were organized as a parish, and Rev. Francis Van der Bom appointed pastor. Under his direction a brick house of worship was erected in 1864 at a cost of \$13,000. In 1866, Rev. J. Reichenbach was appointed pastor of St. Clair by Bishop Lefevere, and held the charge up to the summer of 1882, when an Episcopal interdict was laid on the church and its doors closed to the people. Early in December, 1882, the principal members of the congregation joined in an effort to have this interdict removed, and in compliance with their petition Bishop Borgess ordered the re-establishment of worship to be observed in December, 1882.

#### THE PROTESTANT METHODISTS

It is perhaps not generally known that the religious society known as the Methodists, formerly named Methodist Protestants, had become a numerous and influential body in 1869-70. The association is known as the "St. Clair Circuit," and under the charge of Rev. J. D. Schults. In his charge were three appointments each Sabbath as follows: At the Court House at St. Clair every Sabbath at 2 o'clock in the afternoon; alternating each Sabbath at the following places: At Boman street schoolhouse at half-past 10 o'clock in the forenoon; at the town line schoolhouse, about five miles west of the city, at 7 o'clock in the evening; at the Canada settlement schoolhouse at 10 o'clock in the forenoon, and at Bell River schoolhouse, in China, at 7 o'clock in the evening. The number of members in this circuit in March, 1870, was 119, being an increase of 43 since the middle of November, 1869, when the minister took charge of the circuit. Two donations were held in 1870—one at the Canada settlement, in January, 1870, the proceeds netting \$110; and one in Boman street, in March, netting \$85. The society purchased the site for a new church in this city, just West of the Catholic Church, and intended erecting a new brick church in the summer of 1870. The State was divided into two districts called the "Michigan Conference" and the "Western Michigan Conference," each having a President as its official head, to perform the duties usually developing on a Presiding Elder, in addition to presiding at the annual conference—a conference of this, the Michigan Conference, was held at Pontiac in August, 1869, and the next meeting was held at Richfield, in Genesee County, commencing the first Tuesday of September, 1870. One lay member for each minister attends from each circuit and composes the conference. Adrian College was under the auspices of this denomination and was located within the conference, presided over by Prof. Mahan, an eminent educator and author.

The first organization of the Methodist Church in this State was at the village of Franklin, Oakland County, in 1843, thirteen years after the separation from the Methodist Episcopal Church. It was then called the "Methodist Protestant Church," which was subsequently changed to "Methodist Church" in the fall of 1866 at the General Conference in Pittsburgh, Penn. The Methodist



Church does not differ from the Methodist Episcopal in points of faith or doctrine, the difference consists solely in church polity—the latter, as its name indicates, having an Episcopal, while the former has a representative form of government. In 1870, there were twenty-eight conferences in the Northern States, with a membership of about 100,000. There are two conferences in Michigan, which are divided by the meridian line of the State, the eastern, called the "Michigan Conference," and the other the "Western Conference." This (the Michigan) conference has thirty six circuits, with fifty itinerant ministers, and a membership of over 3,000, being an increase of 1,000 since last year. In St. Clair County, there are four circuits, named respectively, Berlin, St. Clair, Brockway and Kimball, with a total membership of 550. The St. Clair Circuit comprised the territory in the county lying between the Grand Trunk Railway and the St. Clair River, and was under the care of Rev. J. D. Schults. He reported a membership of about 100; but the St. Clair Circuits were unable to erect churches until the summer of 1870, when one was built at St. Clair, and one commenced to be built on the Berlin Circuit.

The German Evangelist Lutheran, Lutheran and Presbyterian Churches claim representatives in the city.

#### SCHOOLS

Notwithstanding a few childless croakers who have, during many years, never failed to do what they could to cripple the efficiency of the schools of the village and city, St. Clair has, with one or two unimportant exceptions, always maintained a liberality toward her educational institutions which is a credit to the good sense of her citizens and a precious benefit to the young who have grown up in her midst. Excellent teachers have generally been procured, and ample accommodations provided for the children in every quarter of the city.

In former times, parents were compelled, by circumstances, to consult their resources rather than their desires, and during several years the cause of education was in any but a flourishing condition. When, however, once the limits prescribed by inexorable necessity were overcome, and the inhabitants began to accumulate faster than they expended, a lively interest was taken in all educational matters, and school affairs received the earnest attention and support of the foremost citizens. This was not spasmodic, but was continued more than a quarter of a century, to which the city is indebted for her fine school buildings, thorough organization of teachers, and admirable system of grading.

The first schoolhouse erected in what is now the city of St. Clair, stood near the site of C. A. Loomis' house. Previously, Mr. Phillips, Sr., granted a room in his house to Rev. Mr. Donohue for school purposes. In the statistics of the county the present condition of the city schools is noted.

*Somerville School.*—It is the aim of this institution to provide for the liberal education of young women, and to keep its methods of instruction in harmony with the most enlightened views of education. It aims also to furnish a thorough preparation for the pursuit of college courses, and to provide a sound, practical education. Its purpose is also to make the expense of pursuing a course of liberal study as low as is consistent with a high degree of excellence in its results, and thus to keep a liberal education within the reach of young women. It is likewise the earnest purpose to conduct the institution on distinctively Christian principles, and to have it pervaded with a strong and healthy moral and religious influence. While aiming at the best results of intellectual training, its instructors will ever bear in mind that character is more than these, that the development of character is an essential part of the work of an educational institution, and that there is no sound basis of character except in Christian principle.

This important educational establishment was inaugurated by Mrs. Caroline F. Ballentine at Port Huron. In September, 1879, the plan on which the school at Port Huron was conducted, together with a prospectus of the school near St. Clair City, were submitted to James B. Angell, Henry S. Freize, C. K. Adams and M. C. Tyler of the University of Michigan, which drew forth their expressions of confidence in the plan and the ladies to whom its executions would be intrusted.

In the summer of 1880, the following circular letter was issued:

Recognizing the usefulness, and the great need of symmetrical and harmonious training in the education of the young women of our land through the judicious combination of courses of work in the lines of moral, physical, mental and industrial development, as set forth by the announcement of the "Somerville School" in the autumn of 1879, and in a measure proved by a year of successful work, we the undersigned have interested ourselves in this institution, and have caused its incorporation and permanent location at St.

Clair, Mich. Commending the out line of its aims in the directions of literary, physical and industrial development to your careful and early attention, we remain,

Respectfully Yours,

BELA W. JENKS	SAMUEL HOPKINS,
HENRY WHITING	MARK HOPKINS,
JOHN C. CLARKE	ROBERT H. JENKS
WILLIAM GRACE	CHARLES F. MOORE
FRANKLIN MOORE	JUSTIN R. WHITING
CROCKET McELROY,	ORREN K. HOPKINS

St. Clair, July 1, 1880

The gentlemen who signed this letter form the Board of Trustees

The officers of the school are: Caroline F. Ballantine, Superintendent; Emma M. Farrand, Ph. M., Principal of Literary Department, English Literature and History, Joel C. Tyler, M. A., Ancient Languages, Mathematics. In the Department of Music are Mrs. Sophie D. Knight, teacher of Voice Culture, and Miss Pauline Widenmann, teacher of Piano forte. The Art Department is presided over as follows: Technical and Objective Art, Mary A. Thompson, Lectures on Art, its Ethics and Philosophy, Mrs. L. H. Stone, Classes in Art, History and Description, C. F. Ballentine, and S. F. Dwyer, Assistant Pupil. Misses Wright, Howard, Dwyer, are the Leaders of Gymnastic and Calisthenic Drill; Mrs. Louisa M. Gaylord is Superintendent of Household.

An outlined plan of the school was placed before President Angell and some of the leading professors of the University of Michigan in September, 1879. No name had then been decided upon. Dr. Angell's suggestion that the name of Mary Somerville would be an especially suitable one for a school whose aim was announced as "symmetrical development" was regarded as a most happy thought, and was adopted.

It can be truly said, that in the entire Union there is not an institution for the higher education of women more perfect in its management than this. All must agree with the Trustees in their statement that the entire plan of the school is an excellent one, and instead of being in a "by place," the situation, directly on the banks of one of the most beautiful rivers in the world, in sight of boats constantly passing during all the months of the year when the river is open, is one of the most beautiful in the world. The natural situation is admirable for the establishment of a Vassar, or Smith's, or Wellesley college. Such a school would not injure or draw away from any good school now existing in the State. The specialties of the school above referred to which make it in some respects different from most of the boarding schools or seminaries in the State, will create its patronage. All the school needs is money endowment. Whether in the rapidly increasing wealth of Michigan, the generous impulse of some man or men shall be directed to permanently endow such a school as this aims to be, and in one of the loveliest places that could be found for such a school in the wide range of our country, from west to east or north to south, remains to be seen.

If some Mr. Vassar should arise, with the generous promptings to endow a school on the banks of the St. Clair River, affording the advantages of Vassar College to the young women of Michigan, barring the disgraceful restriction that accompanied the last gift of Matthew Vassar for the building of an observatory, viz., that no women should be employed to teach in the department those funds were given to establish, and this right in the face of the grand and noble attainments of Maria Mitchell—barring such restrictions to donation or bequest as this Michigan should hold in grateful and everlasting honor the name of that man who would establish on the banks of the St. Clair the Somerville School on as broad and sure a foundation as is Vassar College on the banks of the Hudson.

In November, 1882, Somerville School issued a neatly printed circular announcing a special course of study occupying six months of time from January to June, 1883. Selections for the course can be made from the following studies in the Belles Lettres Course: Reviews in Ancient History; History of Arts of Architecture, Sculpture, Painting and Music; History of German Literature; History of French Literature; Reading from Sismondi's Literatures of Southern Europe; study of four Greek Plays; study of four Shakespearean Plays; Lectures upon the Origin, History and Philosophy of Art. Students in this course can also make use of the superior advantages offered in the Art, Music and Needle Work Departments, all of which will be found complete, with every facility for the successful prosecution of study. The terms for instruction in three English studies, including board, have been placed at \$215 for the course.

#### SOCIAL, BENEVOLENT AND COMMERCIAL SOCIETIES

The Ladies' Library Association of St. Clair City was organized March 7, 1869, with the following members: Cassandra P. Clarke, Frances Robinson, Minnie F. Owen, Helen Woodruff, Sarah

B. Owen, Mary Robertson, Eliza Barron, Eugenie Bendit, Helen C. Blood, Hattie E. Agens, Julia Morrill and Mary J. St. Clair. C. P. Clarke was President; Frances Robinson, Vice President; M. F. Owen, Recording Secretary; Helen Woodruff, Corresponding Secretary; Sarah B. Owen, Treasurer; Addie Ladd, Librarian. The society has been carried down to the present time in its career of usefulness. In November, 1882, the receipt of a donation of fifty-four volumes from Mrs. W. S. Hopkins, of Detroit, was acknowledged. This is the largest donation ever made by one individual and the ladies desire to extend to Mrs. Hopkins their thanks for the favor.

**Young People's Union.** An association of young people, under this name, was organized in the lecture room of the Methodist Episcopal Church, in March, 1870. The object of the Young People's Union was to embrace within its organization the musical and other talent of the city necessary to the efficient getting up of concerts, tableaux, charades and like entertainments. The society was a social as well as musical one, and free from denominational influences in its workings. The services of the society were given gratuitously on such occasions as church concerts, festivals, etc. The musical amateurs of all denominations in the city were invited to join the organization. Musical works of the best class were procured and the members entered on a course of study and practice. The following officers were elected: President, C. H. Woodruff; Vice President, Mrs. J. R. Whiting; Treasurer, Mrs. John S. Woodruff; Secretary, T. P. Miles. The Union continued to prosper until its members entered other societies or left the city.

**The Lyceum.** St. Clair Union Lyceum was organized November 22, 1865, with Albert J. Chapman, President; John C. Clark, Vice President; J. Ward Hill, Secretary; William R. Owen, Treasurer; Rev. L. P. Spellman, Censor. H. P. Wands, William Grace and T. C. Owens formed the committee on debates.

A Grange was organized in this township in March, 1875. The first meeting was held in the Bartlett Schoolhouse on Pine River, when about forty persons were admitted to membership. By a vote of the lodge the next meeting was decided to be held at the Lindsay House in Smith's Creek. The following officers were elected and duly installed: W. M., B. R. Mallory; W. O., Moses Hart; W. L., Robert Bowie; W. S., George Beach; W. A. S., Joseph Lindsay; W. C., C. J. Mallory; W. T., P. M. Brown; W. Sec., W. B. Mallory; W. G. K., Roderick Hubble; W. Ceres, Mrs. J. Lindsay, Mrs. R. Hubble, Lorane Hull and Clara Mallory. At this period the township was casting off the robes of the lumber woods to embrace those of cultivated gardens and fields.

**The Red Ribbon Club.**—The Red Ribbon movement was fully organized at St. Clair in 1877. Previous to that year, however, effort after effort was made to inculcate the beauties of temperance. In May, 1877, a Red Ribbon Club of 151 members was organized with the following named officers: President, Frederick H. Blood; First Vice President, George C. Solis; Second Vice President, Charles E. Solis; Third Vice President, James Harvey; Secretary, James Bishop; Assistant Secretary, Bruce Fairman; Financial Secretary, William Luck; Treasurer, John C. Clarke; Steward, Joseph John; Marshals, John Jackson, Frederick Canan; Sergeant-at-Arms, Thomas Spaulding; Executive Committee, Bruce Fairman, William Grace, George Akred, William McCardle, T. L. P. Miles; Financial Committee, Solomon Gilbert, J. R. Whiting, James Armstrong.

#### SECRET SOCIETIES.

**Evergreen Lodge, No. 9,** dates its existence from April 25, 1843, when a number of residents of the village of Palmer and neighborhood met at the house of Sargeant Heath to organize a Masonic Lodge. Among those present were John K. Smith, Samuel Ward, S. Granger, E. Fay, Sargeant Heath, C. Simmons, P. G. Wright, M. Shearn, J. W. Granger, T. M. Perry and A. C. Smith. The first move toward organization was made and the meeting adjourned to June 24. The dispensation was granted by John Mullett, G. M. of the State, February 26, 1844, and Reuben Hamilton appointed to organize. The first meeting under this dispensation was held at David Whitman's house, April 24, 1844. Subsequent meetings were held at various places until August 23, when a room was provided in Sargeant Heath's house. There meetings were held until October, 1845. The first officers of the Lodge under dispensation are named as follows: Reuben Hamilton, W. M.; Israel Carleton, S. W.; Charles Kimball, J. W.; James Woolverton, Secretary; Sargeant Heath, Treasurer; Edmund Carleton, S. D., and James A. W. Donohue, J. D. The total number of members was fourteen. Charles Kimball represented the Lodge in the Grand Lodge, to obtain the charter of 1845. The place of meeting was changed from Heath's house October 15, 1845, to a room in that of S. B. Brown. The charter was granted June 1, 1845, and on June 24 D. G. M. Hall installed the following named



officers : Reuben Hamilton, W. M.; Israel Carleton, S. W.; Charles Kimball, J. W.; Sargeant Heath, Treasurer ; S. B. Brown, Secretary ; Edmund Carleton, S. D., J. B. Flanagan, J. D., and Edward Hodgson, Tiler. The W. M.'s and Secretaries of the Lodge from 1845 to the present time are named in the following list :

1845—Reuben Hamilton, W. M., S. B. Brown, Secretary ; 1846, Israel Carleton, Charles Kimball ; 1847, Israel Carleton, Charles Kimball ; 1848, Abram Beam, S. B. Brown ; 1849, James T. Copeland, John Raymond ; 1850, S. B. Brown, John Raymond ; 1851, S. B. Brown, James True ; 1852, William Cook, James True ; 1853, William Cook, Charles Kimball ; 1854, S. B. Brown, John A. Sanborn ; 1855, S. B. Brown, A. C. Van Buren ; 1856, S. B. Brown, F. H. Blood ; 1857, S. B. Brown, F. H. Blood ; 1858, S. B. Brown, A. A. Carleton ; 1859-60, A. J. Cummings, James A. Steele ; 1861-62, G. L. Cornell, H. T. Barringer ; 1862-63, M. H. Miles, J. C. Corbishley ; 1863-64, D. D. O'Dell, Friend Palmer ; 1864-65, D. D. O'Dell, Robert Scott ; 1866-67, D. D. O'Dell, Robert Scott ; 1868-70, Joseph Stitt, G. J. Ward ; 1870-71, A. L. Badfield, G. J. Ward ; 1871-72, D. D. O'Dell, G. J. Ward ; 1872-73, D. D. O'Dell, G. J. Ward ; 1873-74, D. D. O'Dell, G. J. Ward ; 1874-75, D. D. O'Dell, G. J. Ward ; 1875-76, D. D. O'Dell, G. J. Ward ; 1876-77, Simon Langell, G. J. Ward ; 1877-78, J. H. Smith, G. J. Ward ; 1878-79, James S. Harrington, G. J. Ward ; 1879-80, D. D. O'Dell, James S. Harrington ; 1880-81, D. D. O'Dell, G. J. Ward ; 1881-82, A. J. Cummings, James S. Harrington.

The members of the lodge reported deceased were : Henry Cook, Sergeant Company B, Michigan Volunteer Infantry, in the Mexican war, died at Cordova, Mexico, April 19, 1848. Sargeant Heath, one of the charter members, died in 1849. The deaths of James B. Woolvorton and Gustavus V. Johnson occurred in 1854. The record points out their interment with Masonic honors, June 5, that year. The funeral of Israel Carleton, P. M., took place March 5, 1857. William Cook, P. M., died October 11, 1858, and was buried October 13. Christian Hubble died September 12, and was interred the following day, 1859. Edwin Hodgson died December 6, 1861 ; Daniel E. Solis died December 29, 1861. Edmund Carleton died March 19, 1871 ; John Clark died February 3, 1876. Abijah Beard died May 25, 1876 ; George L. Cornell died May 23, 1877 ; John Kennedy died December 22, 1877 ; Jerome T. Brown died April, 1879 ; D. D. O'Dell died March 3, 1881.

Dimits were granted to David Gallagher, P. G. Wright, D. D. O'Dell, Samuel Ward, S. B. Parker and B. F. Owen, January 19, 1853, who were recommended to the Grand Lodge for dispensation to form the Sam Ward Lodge, at Newport, now called Marine City.

Pulmer Lodge, K. of P.—The organization of Palmer Lodge took place March 11, 1875.

N. S. Boynton, of Port Huron, Dept. Grand Chancellor of the Grand Lodge of the Knights of Pythias of Michigan, together with about thirty five officers and members of the lodges of Port Huron, of the same order, visited St. Clair, and in the evening met at the Masonic Hall and organized Palmer Lodge, with the following charter members : John H. Fulton, B. F. Crampton, J. J. Worden, John Chamberlain, W. B. Millard, E. M. Chamberlin, John M. Williams, W. H. Little, George J. Ward, Alexander Stone, Calvin Chamberlain, Tim L. P. Miles, E. K. Hungerford, A. V. Palmer, A. A. Currie, B. W. Gossage and John E. Kitton. The following officers of Palmer Lodge K. of P., were then elected : Past Chancellor, Willoughby B. Millard, Chancellor Commander, George L. Cornell, Vice Chancellor, James J. Worden, Prelate, W. H. Little, Master of Finance, John E. Kitton, Master of Exchequer, E. M. Chamberlin, Master at Arms, Tim L. P. Miles, Inner Guard, John Chamberlain, Outer Guard, Alexander Stone, Keeper of Records and Seats, George J. Ward.

The Port Huron Knights were in full uniform and presented a very fine appearance.

The lodge was incorporated May 17, 1879, under authority of charter granted January 26, 1876. The original members were David P. Ingles, Elon J. Hall, A. B. Flower, George C. Solis, Ethan E. Trimm, T. L. P. Miles, Ed. M. Chamberlin, Thomas J. Millikin, Charles G. Robertson and W. B. Morse. The present officers are A. H. Brown, C. C.; C. J. Mitchell, V. C.; S. P. Gilbert, V. C.; A. A. Currie, P. C.; Rev. S. Hendricks, P.; T. L. P. Miles, K. R. and S.; J. G. Wortz, M. of E.; E. E. Trimm, M. of F.; A. A. Carleton, A. A.; W. B. Morse, I. G., and O. G., Stephen Langell. O. F. Morde is Secretary and Treasurer of the Endowment Bank of Knights of Pythias, and has held that position since its organization.

A Lodge of Good Templars was organized in October, 1877, with W. Baird W. C. T., and Miss Dora Cornell, W. V. T.

St. Clair Commandery, No. 4 Order of the Red Cross was organized at St. Clair, July 27, 1882 with John Hare, Commander.

Evergreen Lodge, No. 9, F. & A. M., was chartered in 1844. This lodge is one of the oldest in Michigan. Connected with it in olden times were many of the pioneers. James S. Harrington is the Secretary.

The Brakeman Park Club, of St. Clair, was organized in August, 1880, for the purpose of leasing and owning suitable grounds in the Township of St. Clair for summer residences, recreation and amusement. The first officers of the club were, G. C. Meisel, President; J. E. Miller, Vice President, L. A. Sherman, Secretary, and H. G. Barnum, Treasurer. The capital stock was \$800.

#### BUSINESS ORGANIZATIONS.

The St. Clair Navigation Company was organized April 5, 1881, with a capital stock of \$75,000. The principal shareholders were Myron Kenyon, H. K. McQueen, John E. Robertson, Robert H. Jenks and Bela W. Jenks.

The Lake Michigan Transportation Company was organized October 8, 1870, with a capital of \$100,000, of which \$70,000 were paid in at date of incorporation. The shareholders were B. F. Owen, Marine City, 800 shares of \$25 each; Justin R. Whiting, St. Clair, 800 shares; T. C. Owen, St. Clair, 800 shares; O. W. Potter, Chicago, Ill., 800 shares; Ira H. Owen, Chicago, Ill., 800 shares.

The Nicoll Woolen Mill Company of St. Clair City was organized May 13, 1879, by John Nicoll, Mark Hopkins, Orrin K. Hopkins, John C. Clark and Thomas J. Nicoll, with a capital stock of \$20,000.

The People's Trade Association of St. Clair was organized at St. Clair August 18, 1874, with Myron Kenyon, President; Josiah Smith, Vice President; Ed. T. Solis, Secretary; and Gabriel S. Holbert, Treasurer.

The Michigan Transportation Company, with office located at Star Island, was organized in March, 1875, with D. Gallagher, Robert Holland, Mary M. Gallagher, Henry Butteroni and D. C. Gallagher, incorporators.

The Conroy Patent Wheel and Carriage Manufacturing Company, of St. Clair City, was incorporated and recorded March 4, 1872, with Diodorus Sheldon, John L. Agens, John E. Kitton, Charles H. Wescott, Bart W. Conroy, stockholders.

The St. Clair Spoke Works, established August 28, 1877, with Walter Ford, Joel B. Smith, Crockett McElroy, Mark Hopkins and Charles T. Moore, stockholders.

The Oakland Company was organized in 1881. References are made in other sections of this work to the industries of which Crockett McElroy and others are the heads.

#### THE OAKLAND HOUSE.

This house is the product of local enterprise. It was opened in 1881, with Andrew Maxwell, manager. He was succeeded by S. W. Delano. In May, 1882, Charles H. Southwick was appointed Manager, with Oscar H. Morse, Secretary, and Walter Hopkins, Treasurer. The management of the house during the summer of 1882 proved beyond doubt the success which attends ability in this industry. At times during the year, the guests numbered no less than 250, and yet there was no boisterous hurry evident; each department was carried on with singular precision. The employes are all thoroughly acquainted with first-class hotels, and under the direction of Mr. Southwick leave nothing undone to render the working of each department perfect in detail. Seymour A. Smith, favorably known in the hotel circles of Michigan, is clerk. The number of employes averages forty, ranging from fifty during the summer, to thirty during the winter months. The house contains 100 bedrooms, furnished in black-walnut, and supplied with closets, electric bells and fire alarms. The hotel office, reading rooms and company's office are all arranged with a view to convenience. The ladies' parlor is a large, elegantly furnished apartment. The large and small dining rooms are very fine halls, tasty in all their furnishings. The large reception room, now being fitted up, gives promise of forming the leading room of the hotel. The hallways, all broad, extend about 2,000 feet, and connect with the verandahs, which are over 1,000 feet in length. The entire building is heated by steam and lighted by gas. A hydraulic elevator, together with broad, easy stairways, lead to the upper floors. The house is telephonically connected with the principal cities of Michigan, and also with Toledo, Ohio. The laundry, south of the main building, is run by steam, the machinery is modern, and

the employes experienced. The new mineral well, bored to a depth of 1,100 feet, was completed in 1882. The pumping house and tower form a neat addition to the building. The boiler and machinery houses form in themselves agreeable as well as instructive smoking or loafing rooms. The mineral springs and the atmospheric phenomena which mark their existence always form an interesting topic. These remarkable springs although until within a few years comparatively unknown to the outside world, have a reputation which antedates the present century, and have been used by the native population as a health resort for hundreds of years. To day they are visited by thousands, who leave the beautiful resort convinced of their curative properties. The following is a comparative analysis of the water.

MINERAL SALTS	St. Clair Mineral springs Grains Per Gallon	Atkins Hot springs Grains Per Gallon	Nachheim, Hesse-Cassel, Gross-Sprudel Grains Per Gallon
Sodic chloride .....	17653.230	1339	1449.920
Sodic sulphate .....	167.500	0890	...
Calcic chloride .....	817.170	.....	118.880
Calcic sulphate .....	96.200	.7541	3.040
Calcic carbonate.....	23.800	3.6098	131.040
Magnesian chloride.....	991.290	.1870	20.800
Magnesian carbonate.....	.....	.....	1.200
Magnesian bromate.....	.....	.....	.560
Potassic chloride.....	.....	.....	32.160
Potassic sulphate.....	.....	.3608	.....
Iron proto-carbonate.....	.....	.....	4.000
Iron sulphide.....	.996	.0968	.....
Silica and alumina.....	4.200	2.3122	1.480
Total Grains.....	19751.386	7.5436	1766.080
Hydric sulphate (gas). ....	52.073	.....	56.16 cub. in.

The medicinal effect of the water seems to be laxative, diuretic and tonic. Physicians recommend its use for dyspepsia, rheumatism, faulty action of the liver and functional derangements of the kidneys and bowels. The water is very saline to the taste, but becomes grateful after frequent use. Its value in the bath is undoubted.

The bath house is just south of the hotel and connected with it. There are thirty-five rooms, each supplied with a large porcelain tub, fresh water and hot and cold mineral water, electric bell and wardrobe. In the ladies' rooms there is a neatly furnished dressing room off each bath room, ladies' and gentlemen's waiting rooms, physician's office, and rooms for the attendants. Beyond the bath rooms is a suit of appartments called invalid's recreation rooms. The entire house is heated by steam, an equal temperature being observed throughout, so that there is every precaution taken to insure the comfort of visitors. The bath house and waiting rooms are in stained pine, elaborately finished, showing both architectural and mechanical taste in every point. This bath department is next to the celebrated bath houses at Baden Baden. Below the principal bath rooms are turkish and plunge baths. There are 200 acres of land in connection with the hotel. Mr. Delano is manager of the extensive Oakland stables located west of the hotel. The hotel company have about ten cows, which supply the house with milk and butter. Every department of the hotel is supplied with the finest furniture, and each working department with the most approved machinery.

To the Hopkins family belongs the credit of erecting this immense hotel. In fact to them is due the revival of many if not all business interests of the city the building of the Somerville School, even the two miles of cedar block pavement extending south from Somerville was proposed by them, and upward of half the cost paid by them in direct taxation. The entire sum expended on the property is not much under a quarter of a million. Improvements now being effected.

The accessibility is also a point strongly in its favor. It may be reached directly from Buffalo and the East *via* the Canada Southern R. R., the St. Clair branch of which terminates at Conneaut on the opposite side of the river. Detroit is distant but forty-eight miles, and can be reached either by rail over the Michigan, Midland and Grand Trunk Railroads, there being two trains each way daily, or by frequent steamers. Port Huron is distant twelve miles and is the center of an important railroad system. In addition to a number of daily boats to Port Huron and Detroit there are



lines of steamers to all important points on the lakes by means of which and by the rail connections St. Clair is made very accessible from all parts of the country. For years it has been something of a pleasure resort, and those who have visited here during the summer have uniformly testified to the opportunities for enjoyment which it has afforded. With the additional advantages which a fine hotel and the society of a large number of health and pleasure seekers will furnish, it will readily be conceded that no place will possess greater attractions.

Who can grasp in a single thought the magnitude of this wondrous change? Gray hairs ought not now to appear on the heads of those who were born when the city was born; yet, in the few years which have sped rapidly since that time, there have been wrought great changes. Large saw-mills, with their noisy, insatiable machinery and hurrying attendants, and three lines of railroad have been erected on the homesteads of the beaver and muskrat. Paved streets, heavy blocks of stores and bursting warehouses have crushed out the myriads of wild flowers that made the river front a vast and variegated bouquet, and the black smoke from scores of chimneys has taken the place of their delicious fragrance; hedges and lawns, fountains and miniature lakes, arbors and conservatories, have supplanted the long marsh and sand grass, in which quail, grouse and wild birds nested and reared their young undisturbed; the river, whose clear waters flowed unruffled into the greater waters, is now turbid and crowded with rafts of logs and lumber; the solitude of the wilderness has been violated by the rush and scream of the locomotive; the delicious and soothing hum of birds and insects at eventide has been drowned by the tumultuous din of ringing bells, rattling mills, screeching whistles and the noisy tread of eager, hurrying people, who have never a thought of what incomparable changes have taken place under their feet, over their heads, and on every hand, or of the possible changes, no less complete and astonishing, in store for the future, in process of development through their every move and act. The panorama of history is an interesting one, but its pictures can be fully appreciated only by those who have seen them all. In fact, no one else can even comprehend them. No description of tongue or pen can fully impress upon the minds of the gay, richly-dressed throngs at a party to-day, that under the very floors where the figures of the "German" or the "Newport" are being followed, packs of hungry wolves fought with hideous snarl and howl over the carcass of one of their own number; or that it was the place where the scarred and stoical savages gathered around the embers of the camp fire, in solemn discussion of the fate of a captive, debating how many moons should elapse before the prisoner in their midst, from some hostile tribe, should be burned at the stake; or that it was the burial place for unnumbered generations of tribes now unnamed and extinct, or that, instead of the lively strains from a well-trained band, years before, the brave captives, with unruffled brow and steady, cheerful voice, stoically chanted a battle song amid the yell of the warriors and the hiss of the flames about him, appearing as though the boiling pitch poured upon his head, and the burning splinters thrust into his searing flesh gave him the utmost pleasure. Yet all this may be true, for up to within less than a century the spot on which the city now stands had been for many centuries, perhaps, the favorite meeting-place of both friendly and hostile tribes.

The editor of the *St. Clair Republican* in his congratulatory address, April 5, 1882, gave expression to thoughts which must be considered both history and prophecy combined. In speaking of the enlargement of his journal, he shows very clearly the advance or progress of the city: "This change has resulted from a conviction that a larger and better paper will be more in harmony with the improved condition and requirements of the place, and especially when this is taken in connection with the bright prospect which the future affords. There is probably nothing which more accurately indicates the condition of a place than the newspaper or newspapers which it supports. If a place is at a standstill, there is little chance for a newspaper to improve, while any material progress which takes place will either be reflected in the existing newspaper or it will have to give way to one of a more progressive character. The *Republican*, has, since it passed under its present management, been impressed with the belief that the long sleep in which St. Clair had been indulging for nearly a quarter of a century was about to be broken, and that it was to enter upon a career as bright as its previous career had been dull and uneventful. Acting upon this belief, the *Republican* office has been equipped with presses, type and other facilities such as would be demanded by a smart and thriving city rather than a country town.

"At times the prosperity which we have anticipated has seemed slow in coming, but on the whole, we have not filtered, and there now seems little doubt that our expectations are soon to be realized. We need give but a few of the more apparent reasons for this faith. To begin with, there

is the confidence of the proprietors of the Mineral Springs, which has led them to contract for doubling the capacity of the Oakland and for putting up a bath house, which will almost be without a rival. Then there is Somerville School, which is receiving eoniums on all hands, and which is fast assuming, if it has not already attained, the leading place among the educational institutions of the West for the education and training of young women. Next consider the railroad prospects of the place. The extension of the Michigan Midland to Holly, we understand, has already been decided upon, and the delay is only to arrange certain preliminaries which, it is believed, will soon be arranged. There is also talk of a narrow gauge road from Detroit to Port Huron, and but recently a prominent railroad man visited this city to learn what encouragement could be given to a scheme which had already been organized. There is last of all the general awakening of the people here and a determination to so improve the city that it will be in a better condition to carry on the business that prosperity will bring. For these and other reasons, we have faith in St. Clair, and if such prosperity comes as we are looking for, of one thing we are certain, and that is that no place can be found with more varied attractions, and especially no place which can be made more beautiful when wealth supplements what nature has already done.

#### PERSONAL HISTORY

The following biographical sketches contain much that is specially interesting. Each one of these sketches is a lesson in itself, pointing the way to progress.

**JOHN L. AGENS**, merchant, St. Clair, was born in Newark, N. J., September 16, 1825, and is a son of John Agens, also a native of Newark. Our subject's grandfather, James Agens, came across the ocean during the Revolution with Lord Cornwallis, and soon afterward deserted and joined the American Army, and became one of the illustrious Washington body guards, which position he held to the close of the Revolution. Mr. Agens came to St. Clair on a visit, first in 1834, remained one year. He bought property here in 1848. After that he spent each summer in St. Clair. He established a business house here in 1855, and located here permanently in 1858. He was married in 1843, to Miss Hettie M. Eagles, by whom he has four children—Hattie, Carrie, Nettie and Alice. Mr. Agens' place of business is on the corner of Front and Thornapple streets, where he is doing a cash business of over \$30,000 annually, and this business is constantly on the increase.

**DAVID ANDERSON**, farmer, Section 23, P. O. St. Clair, is a native of Scotland, and was born November 10, 1810. He emigrated to this country in 1852, and came the same year to this county, working in a saw mill at St. Clair for several years. In 1858, he bought the land where he now lives, and cleared it and made his farm, and since then has lived on this place. In 1866, he married Miss Jane Campbell, a native of Scotland. They have four children—William, David, Christina and Jennima Jane.

**GEORGE H. BAIRD**, farmer, Section 35, P. O. St. Clair, is a son of William and Charlotte Baird. William came to this county from Scotland in the year 1829, and settled on Bell River, now East China. Charlotte, whose maiden name was Earle, came from Vermont in the year 1836, and settled in the township of China, St. Clair County. They were married in the year 1840, moved to the township of St. Clair, and lived there six years; thence to Port Huron. They came on the place where they now live in 1856, cleared the land and made their farm, and lived there until his death in 1875. He left three children—Ellen, now Mrs. Henry Young, Port Huron; Lottie, now Mrs. James Havey, Port Huron; George, now living with his mother at home, and farms the homestead farm. He was born in the town of St. Clair, September 28, 1842; attended school and grew up in this county, and since reaching manhood has been engaged in farming.

**WILLIAM BAIRD**, attorney and collecting agent, Whiting's Block, was born in China Township, this county, January 20, 1840, and is a son of Henry Baird, deceased, a native of Scotland, who came to Goderich, Canada, in June, 1829, and to this county the following December. He walked from Port Huron to Andrew Westbrook's, one mile north of Marine City. His earthly possessions consisted of his clothes and a British sixpence, and his toes were protruding through his cowhide shoes. He worked for Mr. Westbrook for several years. He was industrious and economical, and at the time of his death had laid up a respectable fortune. He was the first Supervisor for East China Township. Our subject was educated in the common schools and in St. Clair. He attended the law department of the Michigan University of Ann Arbor, during the terms of 1873 and 1874. He returned in 1874, passed an examination in the February term of the Circuit Court at Port Huron, was admitted to the bar, and began the practice of law March 4 of the same year. He has attended faithfully to business and built up a large practice. Mr. Baird was married May 14, 1867, to Miss Catharine Frank, of Marine City. They have five children—Frankie, Catharine, Henry, William and Iva. He was Circuit Court Commissioner for four years; is Vice President of the Marshall Mutual Aid Association, and is holding his second term of City Attorney for St. Clair. He is a member of the Masonic fraternity of St. Clair, having united with them in Marine City in 1865.

**COL. WILLIAM B. BARRON**, pioneer merchant of St. Clair, Mich., was born in Bath, Grafton Co., N. H., April 26, 1810, and is the son of Timothy Barron, a well-to-do farmer, a native of the same county, and he the son of Jonathan Barron, a son of Timothy Barron, who was aide to Col. Russell, an officer of the British Army, under Gen. Hazen, and stationed at Haverhill, N. H., to hold the French and Indians in check from the North and Canada. At the breaking-out of the Revolution, he was commissioned Captain of a com-



pany of New Hampshire Militia, and was at the battle of Bennington, when Gen. Starke and his New Hampshire Militia did such effective work. Our subject is the oldest of seven children. Soon after he became of age he was commissioned a Captain in his native town of a company of New Hampshire Militia, and served in that capacity until he left the State. His summers were spent upon the farm and winters in teaching. He was noted as possessing a remarkable faculty for governing scholars, and under no condition would he ever use the rod. He had no faith that corporal punishment would stimulate the love of the scholar for the teacher; that only acts of kindness would win their affections. He has been employed several winters to teach out school terms where teachers had been discharged, in New Hampshire, Vermont and Michigan. He married Sophie C. Morse, of Haverhill, N. H., May 5, 1831, and immediately emigrated to St. Clair, Mich., where he has resided ever since. Soon after his arrival at St. Clair, he, with others, commenced the building of a steam saw-mill, it being the third steam saw-mill built in the eastern part of the State. In April, 1837, he started out in the mercantile business, and, with the exception of a short time during the rebellion, has been engaged in that profession. In 1838, he was commissioned Colonel of the Fourth Regiment Michigan Militia by Steven T. Mason, Governor. In 1839, he called out the regiment, being the first regiment ever mustered in St. Clair County. Has held two city and county offices, and for ten years was Postmaster. He organized the First National Bank of St. Clair, and was elected its first President; held one-fourth of its stock, and was Director, until he sold his interest and retired. His first wife died in 1849, leaving one child—Charles B. He was married in 1850 to Eliza F. Tewksbury, of Bath, N. H. They had one daughter and one son—William M., now living, and partner in the business. In politics, he has always been a Democrat.

GEORGE A. BEACH, deceased, was a native of New York State, and was born in the city of Rochester; he came to Detroit during boyhood, and came here in 1855, and settled on Pine River. On the 13th of May, 1860, he married Miss Rosetta McCurdy, a native of Canada; soon after they were married they came on this place, cleared the land, made his farm and engaged in farming. He held school offices, and was identified with the interests of the town until his death, which occurred in 1876; he left three children, two daughters—Cora E. and Thirza J.; and one son—Bion E. Also left an estate of 120 acres well improved.

BENJAMIN F. BECKWITH, farmer, Section 26, P. O. St. Clair, is a native of New York State, and was born in Essex County October 31, 1840; his parents came to this county in 1855, when he was only fifteen years old, and settled on the place where he now lives; it was all covered with timber, and they cleared it and made the farm. Since reaching manhood, he has been engaged in farming the home place, and owns 104 acres. He has held the office of School Inspector. He was married January 15, 1868, to Miss Mary A. Stowell, a native of New York State; they have six children—Frances, Fannie, Simon, George, Hettie, Ella. Mr. Beckwith's father died April 8, 1881; his wife survives and lives with her son.

CHARLES T. BECKWITH, farmer, Section 22, P. O. St. Clair, is a native of Addison County, Vt., and was born May 7, 1838; his parents removed to New York State in 1839; he lived there until seventeen years old, and came with his parents to St. Clair County; they located in this town, and since reaching manhood he has been engaged in farming, and owns a farm of seventy acres. He was married November 16, 1861, to Miss Catharine Philipps, a native of the town of China, and daughter of Charles W. and Elizabeth Philipps, who are among the oldest settlers now living in this county. Mr. and Mrs. Beckwith have three children—Ameilia A., now Mrs. C. J. Ellsworth, living in this town; Lizzie and Effie.

PETER BELL, farmer, Section 20, P. O. Rattle Run, is a native of Germany, and was born April 27, 1807; he emigrated to the United States in 1842 and came to Detroit, and came to St. Clair County; he was one of the first Germans that came here, and is now the oldest German settler in this town. He only had 235 francs, and he bought and paid for forty acres of timber land, and cleared it and made a farm. Since then, he has cleared and made several farms. He owns 228 acres of land, the result of his industry and good management. In 1839, he married Miss Gertrude Radmacher, a native of Germany; they have six children—Peter, Jr., Mary, Joseph, John, Clara, Augustine.

PETER BELL, Jr., farmer, Section 27, P. O. St. Clair, is a son of Peter Bell, the oldest German settler in this town, and was born in the township of St. Clair December 16, 1843; he was brought up and attended school here, and since reaching manhood has been engaged in farming. He owns a steam threshing-machine, and since 1866 every fall for sixteen years, has engaged in threshing grain. He owns a good farm of 102 acres. He has held the office of Town Treasurer for the past two years. In 1870, he married Miss Gertrude Zimmer, of the town of St. Clair; she is a native of Germany; they have seven children—Annie B., Josephine, Lois, Ada, Laura, Tillie and Omar.

JULIUS BELNAP, of the firm of Belnap & Phillips, brick manufacturers, was born in Jefferson County, N. Y., November 20, 1836, and is a son of Jesse Belnap (deceased), a native of Oneida County, N. Y. Our subject came to St. Clair in 1851, where he has since resided. He worked in the lumber woods, and at running logs for twenty years. In 1871, he established a large brick yard in St. Clair, in company with Robert Scott and others, which has since become the property of himself and Edward Phillips. He was married in 1864 to Miss Adeline C. Scott, daughter of Robert Scott, of St. Clair; they had three children, two of whom are living—Edna Marion and Nellie Maud.

FRED H. BLOOD, real estate and insurance agent, United States Inspector and Deputy Custom House officer, St. Clair City, was born in the beautiful little city of Burlington, Vt., March 10, 1825, and is a son of Nathan Blood, a native of New England, and a grandson of Nathaniel Blood, who came from England to America in an early day. Nathaniel Blood was a descendant of Col. Blood, who stole the King George's jewelry. Our subject came with his father, his mother having died in 1832, to Medina, Ohio, in 1834, to live with his sister, Mrs. O. B. Reed, and to Newport, now Marine City, St. Clair Co., Mich., in 1836. He there worked at the house and ship joiners trade during the summer seasons for several years, teaching school in the adjoining districts during the winters at \$16 a month, and "boarded around." He then engaged in the mercantile business in Newport about six years. In the fall of 1854, he was elected to the office of Register of Deeds for St. Clair County, and the following December removed to St. Clair to take charge of the duties



PETER F. BRAKEMAN, deceased, was of German descent; his grandparents were from Hesse-Darmstadt, and at ten years of age he could speak no English; and was born in the town of Charlotte, Otsego Co., N. Y., April 20, 1803. His parents removed the same year to Ashtabula County, Ohio, and his boyhood was spent there on his father's farm. Upon reaching manhood at the age twenty-one, he came to the Territory of Michigan, and reached Detroit with only 75 cents in his pockets. In July, 1824, he went to work in the harvest field on the farm of Gen. Cass. In the fall of the same year, he came up the river to this county to Point du Chien, now Algonac, and spent the winter on Harson's Island. Mrs. Samuel Russel and Abram Smith, old settlers and prominent citizens of this county, were pupils in his school. He went to Wadhams Mills the summer of 1826, and worked in the mills there for a short time, and then returned to Algonac, and engaged in teaching school in the winter of 1826-27; was clerk in the first store ever opened in that place; then sold goods for the firm on commission. He soon after became a partner in the business, and later bought his partner's interest, and owned and carried on the business himself. The firm established a store across the river at Moretown.\* While living at Point du Chien, he was married on the 29th of May, 1832, to Miss Nancy Brown, of Cottrellville; she was born in Canada at Moretown, January 17, 1811, and was a daughter of William and Martha Thorn Brown. He was born in Detroit, 22d of June, 1781, and she was born in Detroit January 30, 1786; they were married in 1806, and soon after moved across the river to Canada and bought land of the Indians. During the war of 1812, the Indians carried off his cattle; they were very troublesome, and he took his family to Detroit in 1813, helped build the stockade in Fort Wayne County,

They came up the river to this county in 1846, and settled in the town of Cottrellville, about one mile below Marine City, on the land now occupied by Charles H. Brown. His wife died in 1846, and he lived until December 26, 1874, four children survive. Mrs. Brakeman, James B., Martha J., now Mrs. Cole, of Wisconsin, and Charles H. After they were married, Mr. Brakeman continued in the mercantile business at Algonac until 1856, then moved up the river to Cottrellville and opened a store there, and was there one year; then removed to Port Huron in 1856, and built and owned the dock and warehouse, where Moffatt & Co. are now located. It was the first dock and warehouse built on the river at Port Huron. In the fall of 1837, he sold out and moved back to Cottrellville, and kept the hotel formerly kept by her father until April, 1840, then went to Port Huron on Military street, one mile south of bridge, and engaged in farming, bought stock and butchered, had the contract of supplying the soldiers at the fort, and remained there until November, 1847, then sold out to L. M. Mason, and moved to Willow Creek, Sanilac County, now Huron City, Huron Co., Lake Huron, and engaged in lumbering. Dr. John S. Heath, was a partner with him at the time. He and Mr. W. H. B. Dowling, built and owned a steam mill, one of the first steam mills on the lake shore between Saginaw and Lexington, and the business was very successful. His family remained there until October 14, 1853, he sold his interest, spring of 1854, and returned to Port Huron again. Purchased property there; in the spring of 1855 he bought the farm on the river in the town of St. Clair where Mrs. Brakeman now lives. He held various offices; was Justice of the Peace in Willow Creek, Sanilac County, and was also Justice and Supervisor at Port Huron. He was an active and consistent member of the Methodist Episcopal Church. From early manhood he gave liberally to all churches. He died November 13, 1874. He left an estate of over 200 acres of land, left valuable property on Huron avenue, Port Huron, which he had owned and rented for over twenty years; after having given farms to his sons. Five children survive, two sons and three daughters, John W. and Charles W., living in this town, Elizabeth J., now Mrs. Rev. J. S. Sutton, of St. Clair City; Anna and Hannah, residing at Pine Grove Place, Brakeman Homestead.

**OLIVER BRANDT**, farmer, Section 23, P. O. St. Clair, is a native of Albany County, N. Y., and was born December 11, 1829. He grew up to manhood in that State, and in December, 1845, came to St. Clair and went to work in the saw mill. The following summer he went back to New York State, in the fall he returned here, for eight years he worked at lumbering here winters, and went back home to New York in the spring; then came here and settled permanently. In 1845, he bought the land, forty acres, where his house stands, and cleared it during the summer, and lumbered winters, and since then has lived here and been engaged in farming and lumbering, owns a farm of eighty acres. He married Miss Thurza Hughes, a native of Essex County, N. Y. They have one daughter—Lettie J., now Mrs. Belnapp, living in the town of China.

**JOHN BRIGGEMAN**, farmer, Section 21, P. O. St. Clair, is a native of Germany, and was born July 25, 1818. He grew up to manhood there, and emigrated to the United States in 1847, and lived in Ohio five years. In 1851, he came to this county and bought the land where he now lives of William Barron, and the following year came and settled here. He built a log house and began clearing the land and made his farm, and since then, for the past thirty years has resided here, and has been successfully engaged in farming. He owns a good farm of ninety-three acres, and also owns 100 acres elsewhere. In 1851, he married Miss Dora Mecklenburg, she died March 14, 1882, leaving six children—Mary, John, Henry, William, Louise and Fred.

**CAPT. GEORGE W. BROWN**, farmer, Section 17, P. O. Rattle Run, is a native of New York State, and was born in Herkimer County November 2, 1827. When fourteen years of age he began sailing on the schooner "Wave." In 1847, he took command of the schooner "Baltic," then the schooner "Missouri," and then the "S. Robinson," and afterward had command of the barges "White Cloud" and the "W. G. Grant." He sailed nearly thirty years, and except one year was with one company in the Buffalo and Chicago trade until 1866, when he quit sailing. He came to this county in 1857, and the following year bought the place where he now lives, and since then has resided here and engaged in farming, owns 200 acres of land. Capt. Brown married Miss L. and B. Spencer of Jefferson County, N. Y.; she died in May, 1867, leaving two children—Althea J., now Mrs. Stone; Eba E., married and living in this town.

**JEROME T. BROWN**, deceased, was born in town of Bath, N. H., July 21, 1833. He came to St. Clair in 1856, and was in the employ of William B. Barron, of this place for ten years, afterward he clerked in a drug store and later made it his business for himself. He was married in October, 1870, to Miss Minnie L. Hase, by whom he had one child. By his sterling, kindly qualities he won many friends in St. Clair. He was a Mason of the order Sir Knights. He died April 9, 1879, loved by all who knew him.

**JOHN SIMMON B. BROWN**, was born in Bridgewater, Grafton Co., N. H., March 1, 1812, and is a son of Lieut. Daniel Brown, officer in the war of 1812. He was educated in New Hampton Academy, New Hampshire, graduating from that institution in 1831. In 1833, he went to Burlington, Vt., where he clerked for W. A. & A. Abbott, selling store for eight months, and then became a partner in the business. In 1835, he came to Detroit and engaged in the auction and commission business, in which he was very successful, but lost by paying too much. In 1837, he went to Three Rivers, St. Joseph Co., Mich., and established a general store, where he remained two years, when he went to Goshen, Ind., remaining there until 1843, and then came to St. Clair, where he has made his home until the present time. He purchased a considerable amount of property, built the Brown Hotel and ran it for six years. It was the largest hotel north of Detroit at that time, he sold it in 1855 for \$10,000. In 1862, Mr. Brown joined the Sixth Michigan Cavalry as Major. In 1863, he was promoted to Colonel of the Eleventh Michigan Cavalry, and in 1864 as Brigadier General for meritorious services in the battle of Marietta, where Maj. Gen. Breckenridge was defeated and driven into Richmond. At the same time the General assisted in capturing Saltville, Va. He also participated in the battles of Boonsboro, Hanover Court House, Hunterstown, Gettysburg, Wagerstown, Fallen Waters, Salesburg, Marietta and others, seventy-two in all. The General was always of a military turn of mind. He was Captain of a military company in Detroit in 1826. He was married in 1836, to Miss Ann Marie, daughter of Capt. Ben. Woodworth, a brother of Samuel Woodworth, author of the "Old Oaken Bucket." Mrs. Brown



EDWARD CANAN, Justice of the Peace, general collecting agent and attorney, office over Currier's drug store, was born in St. Clair December 24, 1845, and is a son of John Canan, a native of Detroit, and now resides in St. Clair. Our subject was reared and educated in St. Clair, he engaged in lumbering for several years. He was elected to the office of Justice of the Peace in 1881, to fill a vacancy caused by the death of D. D. O'Dell, and re-elected in the spring of 1882, for four years. Mr. Canan has dealt extensively in real estate, and is now doing a large business in that line. He was married November 27, 1870, to Miss Ellen M. Smith, a daughter of Truman Smith, of Marysville, this county. They have four children—Clarence E., Lulu A., Arthur G. and Eddie B.

JOHN CANAN, father of Justice Canan, of St. Clair, was born near Dublin, Ireland, May 10, 1822. He came with his parents to New York City, when an infant, in the fall of 1822. The family removed to Detroit, where, at the age of five years, he was left without father or mother, sister or brother. He was then bound to John F. Bassett of St. Clair. Bassett was a sailor and was drowned when Mr. Canan was but twelve years old; he then went to work for \$4 a month. In 1839, he went into a saw mill at \$15 a month. After following this three years, he engaged in lumbering; he has been a very extensive lumber dealer; he was married May 12, 1844, to Sarah Ostrander. They had ten children, of whom four boys and three girls are living.

EDMUND E. CARLETON, retired farmer, was born in Bath, Grafton Co., N. H., April 9, 1808, and is a son of Peter Carleton, also a native of New Hampshire. Mr. Carleton came to Western New York in 1829; at the age of fourteen years he was apprenticed to a tanner and currier, serving his apprenticeship for seven years, with his uncle, Edmund Carleton; he worked at his trade for a few years before coming West, and also afterward; he came to St. Clair County in 1830, and has since made it his home; he settled in China Township, on United States Government land, and made shingles to pay for same. In those days the Indians and wild animals were numerous. Mr. Carleton began in life with a capital of two hands and a willing mind, and has accumulated a competency; he and another man did the first currying in the first currying shop in St. Clair. He also worked in the tanyard of Carlyle in Port Huron for some time. Being naturally of an ingenious turn of mind, he became a millwright without instructions, and built some mills. He was married December 25, 1839, to Miss Elizabeth Baird, daughter of James Baird, deceased. She was born near Glasgow, Scotland. Mr. Carleton moved into St. Clair City in 1873, and has retired from active life; he was Supervisor one year in China Township, and was Justice for that township for four years, besides other offices of trust. Was Supervisor of First Ward in St. Clair one year.

GEORGE A. CARLETON, was born in Herkimer County, N. Y., September 9, 1841; he came to this county with his parents in 1842, and settled in China Township. In 1854, they came to St. Clair, where our subject has since resided. He was married September 8, 1853, to Miss Kesiah House, a native of Canada, and a daughter of Isaac B. House. They had one son, William Wallace, who died October 30, 1877, at the age of twelve years. Mr. Carleton was Under Sheriff of St. Clair County for two years, City Treasurer two years, and was the first City Marshal elected under the new St. Clair city charter, which office he held for two years. He has been engaged in the draying business for the past seven years. He is a member of the Masonic fraternity. Mr. Carleton's father, Moses R. Carleton, was born in New Hampshire September 20, 1809; removed to this county in 1842. He married Lydia Angel, by whom he had seven boys and three girls, of whom six boys and three girls are living. He died in St. Clair, August 9, 1854.

PALMER S. CARLETON, farmer, Private Claim 207, P. O. St. Clair, is a native of New York State, and was born November 29, 1830, in Rensselaer County, then town of Hoosic, near where the battle of Bennington was fought; his parents, Sanford and Phebe Barker Carleton, were natives of that State. They removed to Washington County when he was seven years old, and he grew up and attended school there, and then engaged in teaching. He has five brothers and sisters, and all of them have been teachers. One sister has taught over twenty years. Mr. Carleton came to this county in 1866, and located where he now lives and engaged in farming. He owns 231 acres of land, and his farm adjoins the city limits of St. Clair. He has been actively identified with the interests of the town and county. In 1869, was elected Supervisor, and since then, with the exception of one year, when he was County Assessor, has held the office for the past thirteen years, and was three times chosen Chairman of the Board. In 1878, was appointed Delegate from this county on the State Board of Equalization. He was elected Representative to the State Legislature, and served the sessions of 1879 and 1880. Mr. Carleton was married January 5, 1864, to Miss Carrie M. Safford, a native of Vermont. Her father's farm was situated in two States, three counties, and in four townships, and the land was all together, and is now occupied by the fourth generation.

GEORGE W. CARLTON, farmer, Private Claim 255, P. O. St. Clair, is a native of Rensselaer County, N. Y., and was born March 23, 1827; he grew up and attended school in Washington County. After reaching manhood, in 1851, he came to this county and settled at St. Clair and engaged in lumbering, and continued in that business until 1870, when he bought the farm where he now lives, which contains 300 acres fronting on the St. Clair River, one of the finest locations in the county, and since then has been engaged in farming. Mr. Carlton has been actively identified with the interests of the town and county for many years. He was President of the village of St. Clair when it was incorporated, and also served as Village Treasurer and Alderman; he was elected a member of the Board of Supervisors, and served as Superintendent and Inspector of Schools. In 1857, he married Miss Emeline P. Smith, a native of Massachusetts, and sister of Eugene Smith, of St. Clair; Mr. and Mrs. Carlton have four children—Charles H., Jennie F., Eugene M. and Helen O.

EDWARD CHAFFEE, farmer, Section 10, P. O. St. Clair, is a native of Michigan; he was born February 7, 1841, in Oakland County. His parents, Alpha and Apha Kelch Chaffee, came to St. Clair about the year 1841, and soon afterward settled on this land, which was then a wilderness. Alpha Chaffee cleared the land, made the farm, and was engaged in farming and lumbering till his death, November 21, 1873. He was



the father of eleven children as follows, nine of whom survived him: Alpha Rinaldo, born April 6, 1824; Philip A., born February 22, 1826; Nancy M., born April 2, 1828; Wilder S., born May 15, 1830; Mary N., born March 20, 1832, died April 21, 1866; James M., born February 18, 1834; John A., born December 20, 1835; Amasa M., born July 21, 1837; Edward N., born February 7, 1841; Sarah, born April 4, 1843; and Emily I., born March 31, 1846, and died January 3, 1873; Edward, who now owns and lives on the old homestead, grew up in this county, and since reaching manhood has been engaged in lumbering and farming. During the war of 1861-65, he served in the army in the Construction Corps until the close of the war. His grandfather, Alpha Chaffee, fought in the war of 1812 against the British, and lived to see the victory and triumph of the American cause. His father, Alpha Chaffee, was born August 2, 1800, in the State of New York; and his mother, who is still living with him on the old homestead, was born November 23, 1804. When Mr. Chaffee's father moved to St. Clair County, the first house the family lived in was a log one, the brick for the chimney and oven having been rowed up Pine River in a canoe. Game was very abundant. To see from fifteen to twenty deer was not uncommon. But now they, like the red man, have gone, and cultivated fields have taken place of the forests, and neat frame farmhouses the place of the rude log hut or the wigwam of the Indian.

**CAPT. C. H. CHAMBERLAIN** is a native of St. Clair County, and was born in Marine City December 29, 1841. He began sailing in 1860, on the Forest. In 1865, he sailed master of the St. Joe, then Belle of Oshkosh; then sailed master of propeller Evergreen City, Concord, the Alpena, Alcona, Brunswick; then sailed master steamboat Kewenaw, and in 1882 was master of the Iron Chief; has been in the marine service twenty-two years. In 1867, Capt. Chamberlain married Miss Elizabeth St. Barnard, of this city, and daughter of Capt. St. Barnard, one of the oldest settlers on the river. They have four children—Calvin, Elizabeth, William and Jarvis.

**JOHN CLARKE**, deceased, son of Capt. George Clarke, and Mary, his wife, whose name before marriage was McDonald, was born at Bath, Maine, July 29, 1797. His father was of English, and his mother of Scotch descent. In 1800, his parents moved to Waterville, where he attended school until 1812, when he went as clerk in a store at Augusta, Maine. While there his health failed, and he was obliged to return to his home. In 1815, by the advice of his physicians, he went to Europe, making a tour of the continent, and was in Germany on the day of the battle of Waterloo. After a short stay in England, he started on his return to the United States. The vessel in which he was a passenger foundered in mid-ocean, and he, with the officers and crew, spent three days in the small boats, when they were picked up by some passing vessel Captain, and after severe hardships succeeded in reaching Philadelphia, where he found friends from whom he obtained money to defray his expenses to Hallowell, Maine, at which place he received a clerkship in a store. Here he united with the Baptist Church, and was always an active member in some church of that denomination until his death. In 1818, he went into business on his own account at Belfast, and in 1819 was married to Miss Mary Sherburn, of Hallowell. After several years' residence at the former place, he removed to Hallowell, which place he left in October, 1830, for Michigan, which was then a Territory. Having letters to Gov. Cass and Hon. John Biddle, he was advised by them to commence business in Detroit; he concluded to do so, and for this purpose rented a store on Woodward avenue, and went to New York for a stock of goods. This done, he proceeded to Hallowell for his family, consisting of his wife, three daughters and one son. On arriving at Buffalo, he found all the steamboats had gone into winter quarters, and he, with his family, was obliged to take passage on a small schooner, which arrived at Detroit December 6. Mr. Clarke procured rooms and board for himself and family at the Mansion House, kept by Andrew Mack. Mr. Clarke was engaged in business in Detroit three years. In 1833, he purchased land three miles south of St. Clair, on the St. Clair River, and in the spring moved to Desmond (now Port Huron), to take charge of a mill on Black River, and was Captain of the steamboat General Gratiot for two seasons, running from Detroit to Port Huron. There were only three frame buildings in Port Huron at the time Mr. Clarke moved there, one of which he occupied. In 1835, he removed to China, St. Clair County, where he lived until his death. Mr. Clarke early manifested a great interest in politics, and as soon as he became a voter numbered himself with the Jeffersonian Republicans. He was an ardent supporter of Gen. Jackson, and among his personal friends. In 1835, he was elected to the Territorial convention, which framed the first constitution of the State. In the fall of the same year, Mr. Clarke received the unanimous nomination of the Whig and Democratic parties in the Senatorial District, at that time embracing one sixth of the State, and was elected without opposition. In the same year he was appointed Postmaster at China, which office he held for twenty-two years. He built a store and wharf, and did a general trading business, buying furs, etc. In 1836, was re-elected to the Senate. In 1837, was appointed Indian Commissioner by Gen. Jackson, and in that capacity transacted a large amount of important business. Mr. Clarke was appointed by President Van Buren Receiver of the Land Office at Ionia, but declined the position. The next year he served on Committees on Internal Improvement, Militia and Expenditures, holding the chairmanship of the last named. In 1850, was a member of the convention which framed the State Constitution. In 1856, severed his connection with the Democratic party. In 1856, was elected to the Legislature of the State of Michigan as a Representative, and served as Chairman of the Committee on Internal Improvement. He was a zealous friend of Mr. Chandler, who was by that Legislature first elected to the United States Senate. Mr. Clarke was for fifty-six years a member of the Masonic order, occupying many positions of high rank therein. He died at his home in East China February 4, 1876, in his seventy-eighth

**JOHN C. CLARKE**, Cashier of the First National Bank, St. Clair City, was born at Chester, Rockingham Co., N. H., March 3, 1822, and is the third son of John and Elizabeth Clarke. The founder of the family in this country was Nathaniel Clarke, born in 1644. Mr. Clarke's maternal grandfather was a Scotch emigrant, who came to this country just prior to the war of the Revolution. Both of his grandfathers, David Clarke and David Currier, were soldiers in the Revolution, and fought in the battle of Bennington and other engagements. Our subject graduated from the Wesleyan University at Middleton, Conn., in 1848. He

and in 1852 he moved to the latter place and resided there until 1854, when he came to St. Clair in the fall of 1854, and located in the town of Detroit where he was engaged in the lumber business. He removed to St. Clair in 1858, where he established the First National Bank in St. Clair in 1871, he was chosen its first Vice-President, and four years later became cashier. For four years he held the office of County Superintendent of Schools. In November, 1854, he married Miss C. P. Edson, of Yarmouthport, Mass. They had two children, one living. This one graduated from the Wesleyan University of Middleton, Conn., in 1877, and is now an attorney in Detroit.

PETER CLEPPEL, farmer, Section 24, P. O. St. Clair, is a native of Prussia, and was born in Prussia, Germany, in 1823, upon reaching his majority he emigrated to the United States. He settled in Detroit, where he remained until 1854, when he went upon the St. Clair. He was engaged in the work of forty-two men, on the construction of that work; in December, 1854, he bought the land where he now lives; it was all timber; he cleared and made his farm, which contains eighty acres well improved, and there are no better farm buildings in this county—all the result of the industry and good management of himself and wife. He has held the office of Constable of Hillsdale. He married M. Ann, Mrs. Decker, in 1850. She was born in Prussia, Germany.

WILLIAM COLEMAN, farmer, Section 3, P. O. Smith Creek, was born in Somersetshire, England, in 1807, and came to Canada in 1856, and lived there six years, and then came to this county and engaged in farming, and since then has lived here. He owns a good farm of eighty acres. In 1833, he married Miss Rebecca Wilkins, a native of Somersetshire, England. They have eight children—Charles, Maria, George, Jane, Stephen, Charlotte, Walter, William O. They lost one daughter—Ellen, who died August 20, 1879. The children are all married. William O., the youngest son, who manages the farm, was born in Canada, and came here with his parents. He married Miss Mamie Mallory, a native of this town, November 14, 1880. They have one son, Charles A.

HENRY O. COX, farmer, Section 26, P. O. St. Clair, is a native of New Hampshire, and was born in the town of Haverhill, Grafton County, October 18, 1844; his parents came to this county in 1850, and located in this town, and he was brought up here. He has lived on this place since 1856, and since reaching manhood, has been engaged in farming; owns a farm of fifty acres. He has held the offices of Constable and Postmaster. His father died January 1, 1856, and his mother lives with him.

JOHN COX, farmer, Vine street, P. O. St. Clair, was born in Cambridgeshire, England, March 1, 1825. He emigrated to America in the spring of 1850; lived in Ohio until the fall of 1851; then came to this county, and the following year came to the place where he now lives, built a shanty and began clearing the land. He bought a barrel of flour in St. Clair, and could only bring it part way to his cabin, then had to open the barrel and carry the flour home in a pillow-case. He has been engaged in farming most of the time for the past thirty years, and owns his farm, which is in the village corporation. In 1871, he married Miss Eliza A. Breakenberry, of London. She died in February, 1876. His present wife was Miss Naomi Ann Fox, a native of England.

DR. EDWARD H. CONWAY, dentist, St. Clair, was born in Hamilton, Canada, March 7, 1854, and is a son of Edward Conway, a native of Ireland, who came to America when a young man. Our subject came to Detroit in 1866, and in 1867 he went to Pontiac, Mich., where in 1869 he began the study of dentistry with Dr. J. A. Harris. He remained with him about two years, when he returned to Detroit, and was with Dr. Joseph Lathrom, a leading dentist of that city, for three years. In 1874, he went to Chicago. Then for four years he had charge of the artificial department in the office of Dr. W. B. McChesney, the largest dental office in the United States. Then, in 1878, he came to St. Clair, where he now resides and has a good practice. His work speaks for itself, and is first-class in every particular. His wife, Minnie J. Conway, is a daughter of Charles H. Waterloo, of St. Clair.

BENJAMIN F. CRAMPTON, leading grocer and provision dealer of St. Clair, was born at Fremont, Ohio, January 27, 1847, and is a son of William C. and Catharine (Drulliard) Crampton. The former was born near Hartford, Conn., and the latter at Sandwich, Ontario. The father is of English descent and the mother of English and French extraction. William C. Crampton was educated at Hartford, Conn., and Mrs. Crampton in Canada. Mr. Crampton came to St. Clair about 1850. He was married in December, 1879, to Miss Emma Jenks, by whom he has two children—Ralph Owen and Abbie Pierce. Mr. Crampton engaged in the grocery and provision business in St. Clair in April, 1877. He has been very successful, and is now doing a business of \$35,000 annually. He also does some farming. Few men have been as fortunate as Mr. Crampton, for he began life with no capital. He has held the office of Supervisor for two years.

ANDREW J. CUMMINGS was born in Grafton County, N. H., April 28, 1829, and is a son of Jonathan Cummings, also a native of Grafton County. Jonathan Cummings was a carpenter, and our subject early learned the use of tools. In 1850, he went to Boston, and worked at his trade one year. Then, in 1851, he came West to seek his fortune, and located in St. Clair. The first winter he taught school, having taught several terms in New Hampshire. He clerked one year in a grocery store in Port Huron, and then formed a partnership with J. M. Coyle in the grocery business in Port Huron. They remained there until 1853, and then removed their stock of goods to St. Clair. Mr. Cummings sold to his partner in 1855, and engaged in the manufacture of brick and tile in St. Clair. He continued in this business until about the year 1870. He run the City Hotel in St. Clair for four and one-half years, and for twelve years Mr. Cummings was Sheriff and Deputy Sheriff of St. Clair County. In June, 1880, he engaged in the livery business, in which he is now engaged. He was married August 15, 1853, to Miss Frances E. Woodworth, daughter of Benjamin Woodworth, a pioneer of Detroit, and known far and near through the Northern States as "Uncle Ben." "Uncle Ben" settled in Detroit in 1804, and built the first brick house in that place after it had been burnt by the Indians, and run the first line of stages in the Territory of Michigan. He died about 1875, in St. Clair, at the age of ninety-one years. Mr. and Mrs. Cummings had five children, three of whom are living, viz.: Ida M. (Osterhouse), Louise H. (Stanley) and Mary R. Mr. C. is a Knight of Honor. He was also Deputy Provost Marshal during the war for the Seventh District.



ANDREW A. CURRIE, City Clerk of St. Clair, is a native of St. Clair, and was born October 23, 1849. His father, Malcolm Currie, deceased, was a native of Scotland, and came to Canada when a young man, and to St. Clair about the year 1845. The family removed to a farm near St. Clair when our subject was quite small. At the age of seventeen years, he returned to this place and began clerking in a drug store. He has been in a drug store ever since, except about six months, which time he spent as a reporter on a newspaper in Cleveland. He is dealing in drugs and medicines and books and stationery. He was Supervisor of the Second Ward two years, and at present is Director of the City School Board.

S. W. DELANO, Section 24, St. Clair, is a native of New York State, and was born March 11, 1824; he was brought up in that State and engaged in railroading there until 1859, when he came to Michigan, and that year laid the first iron rails that were laid in East Saginaw; he has had a large experience in contracting and building railroads, and continued in the business until 1878, a period of thirty years; he kept the St. James Hotel in St. Clair three years, and was manager of the Oakland Hotel one year, and is now manager of the Oakland House Livery. A few years ago he bought the small farm with fine improvements, where he now lives. In April, 1845, Mr. DeLano married Miss Lucretia Madison, a native of Fredonia, Chautauqua Co., N. Y. They have one son—Orrin W., in business in Detroit. Mr. DeLano is a son of Safford S. and Clarissa Cook DeLano; he was a native of Vermont, born in 1800, and died in 1852; she is a native of Berkshire County, Mass., born in 1800, and is now eighty-three years of age, and is as active and well preserved in appearance and manner as most who are twenty years younger.

REV. M. J. P. DEMPSEY, Pastor of St. Mary's Church, is a native of Madison, Wis., and was born March 1, 1853; he attended school there taking his classical course at the State University; he entered St. Francis Seminary, Milwaukee, where he pursued his theological and philosophical studies, and was ordained June 29, 1878, in the city of Detroit; he has labored at Stony Creek, Ionia and Ludington. At the latter place he remained three years. In January, 1883, he was assigned to his present pastorate and has a flourishing church.

JOSEPH DOAK, was born in North of Ireland, May 4, 1820, and is a son of James Doak, a native of the same place. Mr. Doak came to New York City in 1848, to Sandusky, Ohio, in 1851, and to St. Clair in 1852, where he has since lived. In May, 1882, he buried his sister, Mrs. Eliza Bingham, of Lake Port, this county, who was seventy-two years old, and the funeral was attended by thirty-three of her children and grandchildren. Mr. Doak was married August 7, 1848, to Miss Isabella Patterson, by whom he had twelve children, seven living—Eliza M., William J., Isabella, Joseph S., John, Anna M. and Sarah G. One daughter, Ellen (Green), died at Lake Port, September 16, 1879. For several years Mr. Doak engaged in the mercantile business in St. Clair. Since that time he has kept a boarding house; he now keeps at second door south of Pine River bridge, on Front street; he was City Marshal for fourteen months, and was elected Supervisor of the Second Ward in 1877, and again in 1879. Religiously Mr. Doak is an Episcopalian.

JAMES C. DONNELLY, carpenter and joiner, Section 4, Smith Creek, is a native of Canada, and was born in Toronto November 1, 1830; his parents came to this county in 1833 and settled at Fort Gratiot, and were among the early settlers there; he grew up and learned the trade of carpenter and joiner, and since reaching manhood has been engaged in building, and is one of the oldest builders here. In 1859, he married Miss Esther T. Norman, a native of Ireland, and since then they have lived in this town on his farm. They have six children—William J., Benjamin N., Ellen T., David M., Mary E. and Ida A.

HENRY DRULARD, lumber dealer of St. Clair, was born in township of Tilburyeast, County Kent, Ont., March 24, 1824, and is a son of Thomas Drulard, a native of New York. Our subject was reared on a farm, and farmed until thirty years of age. He came to this county near Algonac in 1851, and to St. Clair in 1854, which has been his home ever since; he was foreman in Eugene Smith's lumber mill at St. Clair for seventeen years. In 1878, he engaged in the lumber trade in St. Clair. He keeps a large stock of undressed lumber, laths, posts and shingles. He was married in 1844, to Miss Hannah A. Griggs, by whom he had nine children; only two of these are living—Mary J. (Kenedy) and James A. The deceased were Martha L., Pauline A., Henry W., Thomas W., Franklin C., all grown, and two that died in infancy.

FRANCIS M. DUNTON, farmer, Section 23, P. O. St. Clair, is a native of Painesville, Ohio, and was born August 6, 1845; he is a son of R. K. Dunton and Phebe Dunton, of that State; he came with his parents to this county when only nine years of age. After reaching manhood, he engaged in lumbering and continued in that business at Saginaw until 1878, when he bought the farm of eighty acres where he now lives, and since then engaged in farming. It is the same land his father bought and cleared over a quarter of a century ago. His mother died in May, 1861; his father is still living in Ohio. In 1867, Mr. Dunton married Miss Lucille Chambers, of Saginaw; they have two children—Eva M. and Phebe J.

EMANUEL ELSWORTH, farmer, Section 26, P. O. St. Clair, is a native of Canada, and was born December 1, 1836; his parents came to Michigan in 1837 and settled in Oakland, and lived there until 1845, when they came to St. Clair County and located in the town of China; three years later, in 1848, they removed on the place where he now lives, and cleared the land and made his farm, and lived here until his death in 1855; his wife died in 1882. Emanuel served apprenticeship as engineer at St. Clair, but since reaching manhood has been engaged in framing buildings and farming. He owns a good farm of 130 acres; has served as Highway Commissioner, and held office of Drain Commissioner three years. In 1856, he married Miss Mary Himes, of the city of Detroit; they have six children—Christopher, George, Francis, Charles, Nora and Lester.

CAPT. H. FISH is a native of Susquehanna County, Penn., and was born September 20, 1824. His parents came to this county when he was only ten years of age, and settled at Marine City. He began sailing in 1844 on the Steamer Huron. He sailed master of the steamer Detroit in 1854, then sailed master of the Forrester, Sam Ward, steamer Cleveland, Arctic, Traveller, Reindeer; propellers Burlington and Quincy, steam barge Sanilac, the Osceola and the Ogemaw. He has been in marine service thirty-eight years, and is one of the oldest on the lakes. In 1857, Capt. Fish married Miss Elizabeth McIntire, a native of Maine. They have four children—Florence, now Mrs. C. J. Rennick, Saginaw; Harry, now in Osceola; Jessie and Mary.



**WILLIAM S. FLEURY**, farmer, Section 23, P. O. St. Clair, is a native of Michigan, and was born on Mackinac Island January 7, 1817. He is a son of Francis and Mary Myers Fleury. His father was a soldier in the regular army in the war of 1812, and was taken prisoner by the Indians and British on a voyage in the Straits of Mackinac, and was taken to Halifax, and was imprisoned there three months and then exchanged and returned to the army. His father died at Marine City in 1846; his wife died in 1833 at Cottrellville. His father was Gen. Fleury who came to the United States with Gen. LaFayette, during the Revolutionary war. When William was five years old, he came with his parents to this county to Cottrellville, and was there until he reached manhood; followed sailing thirteen years until 1839, then came to St. Clair and was engineer in Moore's saw-mill fourteen seasons, and lumbered during winters. He bought the land where he now lives in 1850, cleared it and made his farm, and since then for one-third of a century has lived here. Has held the office of Commissioner of Highways, and has been Pathmaster for seventeen years. He married Mrs. Sophia M. Burgess December 8, 1839; she was born on Lake Superior; they have seven children—Columbus, in Canada; Rebecca, now Mrs. Herren; Francis, in Vicksburg; Morgan C., in Harrisville; Franklin, home; Ida, now Mrs. Davis, James W., at home.

**ISAAC FRENCH**, farmer, Section 4, P. O. Smith Creek, is a native of England, and was born in 1824 on Christmas Day. He emigrated to America in 1852, and came to this county, and in 1863 came to this place, cleared the land, and made his farm of eighty acres. He married Mr. Jane Rickles, she is now in England.

**ADAM GAFFIELD**, farmer, Section 6, P. O. Smith Creek, is a native of Canada, and was born August 8, 1811. He grew up and lived there until 1852, and then came to St. Clair County, and settled in this town on the place where he now lives; it was all covered with timber; he cleared it and made his farm, and since then for the past thirty years has resided here; he owns a good farm of eighty acres. Has held the office of Justice of the Peace for ten years, and has held school offices. In 1835, he married Miss Irene Hubble, a native of Canada; they have five children—Nancy A., now Mrs. Hubble; Martha M., now Mrs. Ketchum; Henry T., married; Hiram E., married and living in Ohio; George H., at home.

**DR. SOLOMON GILBERT** was born in Hampshire County, Mass., town of Amherst, July 13, 1809, and is a son of Joseph W. Douglass, a native of New England, and of Scotch descent. Joseph W. Douglass's father was a General in the Revolutionary war. Our subject had no other educational advantages than those furnished by the common schools. When yet a boy, he went to work in a carpenter tool shop, remaining in that capacity for twelve years. In 1826, he had his name changed, by order of the Massachusetts Legislature, from Caleb Smith Douglass, the name conferred on him by his parents, to Solomon Gilbert. For two years he read medicine with Dr. King of Ware, Mass. He practiced medicine in his native State for five years, when, in 1845, he came to St. Clair, where he still resides, and has ever since been a steady practitioner. The Doctor is the oldest practitioner in St. Clair, and has a large and lucrative practice. He was married in 1832, to Miss Sophia P. Wilson, a native of Massachusetts, by whom he had six children—Mary A., Electa S., Frederick S., Otis L., Charles C. and Solomon P.; all married except Solomon P. Mrs. Gilbert died December 10, 1864, and the Doctor again married January 2, 1866, this time to Miss Maria Wheeler, daughter of Brazilian Wheeler (deceased), one of the first settlers of St. Clair. Soon after locating in St. Clair, the Doctor was elected Constable, which office he held for seven years. He was also Alderman for four years. His two sons—Otis and Charles, were soldiers for Uncle Sam in the late war; Charles participated in fifty-three battles and afterward hunted guerrillas for one year.

**JAMES GRAHAM**, farmer, Section 25, P. O. St. Clair, is a native of Ireland, and was born at Belfast, County Antrim, in 1834. He was brought up on a farm, emigrated to this country in 1855, and came to St. Clair in May, of the same year, and began working on farm. He worked for Wesley Truesdail and Eugene Smith over ten years; in 1866, he bought the land where he now lives, and since then has lived here and been engaged in farming. In 1864, he married Mrs. Lizzie Kelly, a native of Canada. They have six children—Mary Jane, James, Lizzie, Sarah, Nellie, David.

**WILLIAM GREEN**, farmer, Section 4, P. O. Smith's Creek, is a native of England, and was born April 21, 1830; he grew up to manhood there, and served five years' apprenticeship to the butchering business. He came to Canada in 1860, and in the fall of the same year, went to Buffalo, N. Y., and lived there two years; then came to Detroit, and after staying there six months, came to this county and settled on the place where he now lives; he cleared the land and made his farm of seventy acres, and has built excellent improvements. He butchers during winters; he has served on the School Board for nine years, and was Assessor and Treasurer three years. He married Miss Mary Ann Kisby, a native of England. They have eight children—John H., Benjamin, Elizabeth, William, Annie, Frank, Emma, Hattie.

**EMERY W. GURNEY** was born in St. Clair, June 26, 1857, and is the only child of Charles Gurney, of St. Clair. Our subject was brought up and educated in St. Clair, and for the most part has made it his home until the present. For the past ten years he has been engaged in sealing logs and inspecting lumber; the last three years of this time, he was in the employ of N. B. Bradley, of Bay City, Mich.

**REV. S. HENDRICK**, pastor of the First Baptist Church, was born in Berkshire, Franklin County, Vt., September 9, 1841, and is a son of Hiram T. Hendrick, a native of Enosburg, Vt. The family removed to Ashtabula County, Ohio, in the spring of 1845, where they resided several years. Mr. Hendrick was a soldier for the Union in the late war, in Company C, First Ohio Light Artillery. He enlisted in September, 1861, and served until the close of the war, participating in the battles of Mill Spring, Chickamauga, all the battles connected with the siege of Atlanta, Savannah and others; he was wounded at the battle of Chickamauga. In 1866, he came to Berrien County, Mich. Mr. Hendrick was educated in the Baptist Union Theological Seminary, of Chicago. He afterward became the pastor of the Baptist Church at Stoughton, Wis., then at Hartford, Mich., Pawamo, Mich., and in 1880, was called to the pastorate of the St. Clair church, locating here in October, of the same year. He was married January 22, 1868, to Miss Bessie Millard, by whom he has two children—Ralph and Edith.

ORIN K. HOPKINS was born in China Township, this county, July 7, 1836, and is a son of Samuel F. Hopkins, of whom we make further mention in this work. He received his early education in St. Clair City. In 1858, he went to Wisconsin and worked at his trade, which is that of carpenter. In 1860, he returned to Detroit and worked in Charles Kellogg's pattern shop until 1861; he then went to Ann Arbor and worked a short time for McGregor, at six shillings a day. He returned to Detroit that fall, and enlisted in Brady's Sharp Shooter Company in United States army, and was attached to the Sixteenth Michigan Infantry, under Col. Stockton. He served in this capacity until 1863, when he was discharged on account of disability. He was all through the Peninsula campaign and at Fortress Monroe. In 1864, he went to Muskegon, Mich., and worked at his trade during the summer, and in the fall went to Chicago. The following spring he returned to St. Clair and to Alpena, Mich., where he remained until 1868, and then went to Cheboygan. In 1869, he went to California; he then spent one year on his uncle's rancho; and then entered into the employ of the railroad company, as station agent, which position he held until 1879, when he returned to his old home in St. Clair. He was married October 14, 1874, to Miss Josephine Smith, a native of Sacramento City. They have two children—William F. and Mabel. Mr. Hopkins left for California again, in June, 1882, where he, with his family, will make their future home at Oakland, California.

SAMUEL F. HOPKINS, was born in Berkshire County, Mass., September 15, 1803, and is a son of Mark Hopkins, also a native of Massachusetts, and a grandson of Moses Hopkins, a native of Massachusetts, and a great-grandson of the eminent divine, Dr. Samuel Hopkins, who settled in his first pastorate at Great Barrington, Mass., in 1813, taking charge of the Congregational Church at place. The Doctor died in December, 1803, at Newport, R. I. Our subject was brought by his parents to Jefferson County, N. Y., in 1806. When he became old enough to attend school he was sent back to his native State, and there lived with his grandparents, and attended school until 1814, when he returned to his parents in Jefferson County, N. Y. In 1821, he again returned to Massachusetts, working there at various avocations until 1824, when he came with his parents to Detroit: the parents coming on to St. Clair the same fall. Mr. Hopkins remained in Detroit until November, 1828; then came to St. Clair, where he has since made his home. He was in the employ of Palmer & Jerome two years then engaged in business for himself. He began life with nothing and has accumulated a fortune. He was married in 1831, to Miss Mary A. Keeney, by whom he had seven children, four living—Mark, Orrin K., William S. and Edward W. The deceased were Charles H., died in Wisconsin; Samuel A., died on ship board, Oceanica en route from San Francisco to China; and Mary F., died at St. Clair. Mr. Hopkin's father, Mark Hopkins, was the first Postmaster in St. Clair.

STEPHEN SIBLEY HOPKINS, was born in Romeo, Mich., June 4, 1847, and is a son of Cyrus Hopkins, who came from Genesee County, N. Y., to Macomb County, Mich., in 1831 (for biography see Macomb County history). Our subject was brought up and educated in Romeo. At the age of fifteen years he went to the printing business, which he has followed until the present time. Came to St. Clair in August, 1881. While at Romeo he was foreman of the *Observer* for thirteen years, and published the same for two years. He is now in the employ of Franklin Moore in the post office, and the *St. Clair Republican*. He was married October 20, 1868, to Miss Gertrude Maynard, of Romeo. Mr. Hopkins is a member of the Methodist Episcopal Church of St. Clair; was connected with the Knights of Honor in Romeo, and was the presiding officer of that society for eighteen months. Our subject's grand-father was a nephew of Stephen Hopkins, a signer of the Declaration of Independence.

JOHN HORN, farmer, Section 34, P. O. St. Clair, is a native of Germany, and was born April 27, 1811. Emigrated to the United States in 1850; the following year went to Canada and lived there eleven years, and came to this county in 1861, and settled in this town where he now lives; cleared the land and made his farm, and since then has been engaged in farming, and owns his farm of eighty acres. He was married in November, 1836, to Miss Jane Schanberg, she was born in Germany. They have six children—William, lives in Tennessee; August lives in Bay County; Charles lives in Bay County; Rosa in this county; Edward in Tennessee; John at home; they lost five children. Mr. Horn went back to his native land and spent several months in Germany the present year.

HIRAM HUBBLE, farmer, Section 6, P. O. Smith's Creek, is a native of Canada, and was born April 30, 1826, he grew up to manhood and lived there until 1851, when he came to this county and settled in this town on the land where he now lives; it was all covered with timber, he cleared his land and made his farm, and since then for over thirty years has resided here. He owns a good farm of eighty acres. In 1853, he married Miss Mary E. Langley, a native of Vermont. They have ten children—Richard, Nancy, now Mrs. Allen; James, Cora, Bion, Ella, Elba, Elsie, Edson and Harvey, all at home but one.

EDWIN K. HUNGERFORD, farmer, Private Claim 406, P. O. Marysville, is a native of Lower Canada, and was born December 30, 1853, his early boyhood was spent there, when fourteen years old he came here to this county, and sailed on the lakes four years, and since then has been engaged in farming. He has a farm of eighty acres finely located on the St. Clair River, and is devoting a part of it to raising vegetables and small fruits. He has served as Inspector of Highways. He was married January 1, 1879, to Miss Ida A. Hammond, a native of this county, and daughter of Horace N. Hammond, of East China. They have one son Fred C.

J. E. B. HUNGERFORD, farmer and stock-dealer, Private Claim 406, P. O. Marysville, is a native of Canada, and was born in 1856. His father was a native of Swanton, Vt. He went to Canada and while there married Miss Margaret Ecklin, of Perth, Upper Canada, in 1849. He was a mill owner and lived there until 1867; then came to this county, lived at Abbotsford one year; then came down here on the river, where he lived on his farm until his death, which occurred in May, 1873. He left six children—Sarah L., now Mrs. Miles; Edwin K., Joseph E. B., Alice M., now Mrs. Smith; Horace, at Ann Arbor; Minnie, at Ann Arbor. Mrs. Hungerford has a home in Port Huron. Joseph E. B., who lives on the home place came to this county with his parents during his early boyhood, and grew up and attended school here. Since reaching manhood he has been engaged in farming, and stock dealing, buying and selling and butchering stock. He farms his mother's farm and owns forty acres. In 1881, he married Miss Emily J. Smith, a native of Maple Valley, Mich. They have one son—George B.

DAVID P. INGLES, proprietor of the St. Clair City Barber Parlor, was born in Upper Canada, September 24, 1843, and is a son of Orlando Ingles, a native of Vermont, and an old settler of St. Clair County, now a resident of Lapeer County. Mr. Ingles' mother's maiden name was Mary Jane Mills, and was born in Nova Scotia. Our subject's father met her in Canada, married her, and remained there a few years. They removed to Port Huron in 1856. Mr. Ingles was a soldier in the late war, serving for about three years in Company E, Twenty-second Michigan Infantry. He participated in the battle of Chickamauga, where on the 20th day of September, 1863, he was taken prisoner. He was taken to Belle Isle, thence to Richmond, Danville and thence to Andersonville. He entered this den of starvation on the 16th of April, 1864, and was sent away September 9, the same year; from there he was taken to Charleston, S. C., and paroled in December, 1864. In April, 1865, he joined his regiment, and was discharged at the close of the war. He was married in 1862, to Susie E. daughter of Capt. Coyle (deceased). Mrs. Ingles died while our subject was in Andersonville. His present wife was Mary Borntrager. Mr. Ingles is the father of five children, but one of whom is living, viz.: Ira.

HON. BELA W. JENKS was born in Crown Point, Essex Co., N. Y., June 6, 1824. His father Jeremiah W. Jenks, was of Welsh, and his mother Hester Jenks, of English descent. His early education was obtained at the common schools; he afterward attended the Ferrisburg and Shelburn Academies in Vermont, and the State Normal School of Albany, N. Y., attending the latter while the renowned D. P. Page was principal of that institution. Mr. Jenks emigrated to Michigan in 1848, and settled in St. Clair, St. Clair County, where he established a select school, which he conducted for three years. In 1853, he formed a partnership with his brother, R. H. Jenks, in the mercantile business, which lasted for ten years. Later, he entered the lumber business, and also commenced dealing quite extensively in real estate. He is still engaged in the last-named pursuits and general traffic. He owns a large farm in St. Clair Township, adjoining the city of St. Clair, also a farm in Columbus Township, besides other real estate. Mr. Jenks was married to Miss Sarah Carleton, of Granville, N. Y., November 3, 1853. They have seven children—Charles C., of Detroit, William Lee, of Port Huron, Mary E., Anna B., Frank D., Russ S. and George S. In the fall of 1869, he was elected State Senator from the Twenty-fourth Senatorial District, comprising St. Clair County, and was re-elected to the same position in 1871. He has also held a number of important official positions in the government of the city of St. Clair. Mr. Jenks has always taken an active part in educational affairs; he was a member of the School Board of St. Clair City for a number of years, and was the first Director of the Union school. He is now a member of the State Board of Education, having been appointed to that office by Gov. Jerome in 1881, and elected in 1882 for six years.

ROBERT H. JENKS, Manager and Treasurer of St. Clair Navigation Company, was born at Crown Point, Essex Co., N. Y., April 28, 1827. He is a son of Jeremiah W. Jenks, a native of Newport, N. H., and is of Welsh descent. Mr. Jenks was educated in the common schools of New York, and at Castleton Seminary, Vt. In 1848, he went to Sutton, N. H., and studied medicine with his uncle, Dr. Robert Lane, nine months; when, his health failing, he came to Michigan, landing at Clark's Dock, St. Clair, November 4, 1849. Here he taught school five months, then engaged as clerk for H. Whiting. In the fall of 1850 he went to Lexington, Mich., where he again taught school two years and clerked for J. L. Woods one year. Returning to St. Clair in 1853, Mr. Jenks formed a partnership with Dr. Dickie in the drug business, which lasted two years. He then engaged in the mercantile business, which he carried on successfully till 1867. Since that time, he has lumbered in the Saginaw Valley with his brother, B. W. Jenks, and they are at present extensively engaged in the hay business. He also deals largely in real estate. Mr. Jenks held the office of postmaster about fifteen years, having been appointed by Lincoln in 1863, removed by Johnson in 1865, re-appointed by Grant in 1868, resigning the position in March, 1881. He has been President and Treasurer of the Farmers' Mutual Fire Insurance Company, of Macomb and St. Clair Counties since 1867, and has held the Presidency of the Michigan State Insurance Company since its organization in 1876. He was elected Mayor of St. Clair City in the spring of 1882, and re-elected in 1883. He owns a large farm of 200 acres on the river road, one and one-half miles above the city, which he carries on successfully by a superintendent. He also owns a large amount of property in the city. He joined the Masonic fraternity in 1852, and has held nearly every office in the order from the Blue Lodge up to the Commandery. Mr. Jenks was married to Mary S., daughter of John Clarke, April 13, 1854. They have had nine children, six of whom are living, viz.: Ann C., now Mrs. B. F. Crampton; Lucy A., Helen C., John H., Ben L. and T. Owen.

WILLIAM JUSTIN, farmer, Section 10, P. O. St. Clair, is a native of Herkimer County, N. Y., and was born September 13, 1834; his parents came to this county and settled in this town in 1839, during his early childhood; he grew up here and engaged in lumbering, rafting and chopping wood, and has chopped the timber off of one hundred acres of land. When the war broke out, he enlisted as a private in October, 1861, in the First Michigan Light Artillery, and was promoted until he was commissioned captain, and had command of the Battery; was slightly wounded; had two horses shot under him, one in the siege of Vicksburg. Served three years and eight months, and was mustered out at Nashville, Tenn. After return, engaged in lumbering; was with Mr. Jenks—seven years, foreman, and four years for Mr. Woods as foreman; owns a farm of eighty acres. Has held the office of Highway Commissioner. In 1873, Capt. Justin married Miss Ellen Irvin, of Ontario, Can.; they have five children—Willie, Bertha, Dora, Maggie and Phila.

THOMAS L. KEMP, farmer, Section 34, P. O. St. Clair, is a native of England, and was born January 23, 1844; his parents came to this country in 1852, and came the same year to this county, and settled in this town, and are now living here. Thomas grew up and attended school here, and after the war broke out, at the age of eighteen, he enlisted in Company E, Twenty-second Regiment Michigan Infantry; was wounded and taken prisoner at the battle of Chickamauga; was taken to Richmond and afterward to Andersonville, where he was confined nine months. After the war returned here, and since then has been engaged in farming, and owns a farm of ninety acres. He has held the offices of Town Clerk, Township School Inspector and School Director. Mr. Kemp was married March 31, 1879, to Miss Helen J. Crampton, a native of the city of St. Clair; they have three children—Mattie E., John N., Justin W.



ALEXANDER KENNEDY, farmer, Section 22, P. O. St. Clair, is a native of Scotland, and was born in 1812; he emigrated to this country in 1848, and the following year came to this county and settled in this town on the place where he now lives, and moved in a log house, and began clearing his land and made his farm, and has lived here over one-third of a century, and is the oldest settler on this road. He owns 160 acres of land. In 1849, he married Miss Christine Campbell, a native of Scotland; they have five children—John, James, Alexander, Elizabeth, Neil.

JACOB KROMENAKER, farmer, Section 2, P. O. Port Huron, is a native of France, and was born April 3, 1832. He emigrated to this country in 1853, and came to St. Clair County in August of the same year. He began work in the saw-mill of Williams & Mills, and remained with that firm thirteen years, except one summer, then bought land and engaged in farming on his present location, and since then has carried on that business. He made a good farm, and owns 172 acres, and has it well improved with good buildings—all the result of his own industry. He has held school offices for many years. He married Miss Julia Grant, a native of the city of Detroit, September 22, 1862; they have nine children—David H., Frank J., Charles W., Louise A., Emily E., Edward J., Jacob M., Agnes E., George A. The parents of Mr. Kromenaker are both living. His father was a soldier under Napoleon Bonaparte, and was wounded at Leipsic and Dresden, in the battle of Waterloo. He and his wife have been married about sixty years.

GEORGE KRUGER, owner Kruger's Flour Mill, Section 7, P. O. Rattle Run, is a native of Germany and was born December 7, 1820; he grew up and learned the milling business there. He was burned out and lost all he had, and emigrated to America in 1859 and came to Detroit; he began chopping wood to support his family, though he had never cut a tree in his life. After remaining there four years, he came to his county, and lived at St. Clair on a farm nine years, and in 1873 came here and bought the mill property, and since then has carried on the business here. Also owns a good farm of eighty acres, all of which he has accumulated by industry and good management. In 1847, he married Miss Sophia Hebner, a native of Germany; they have five children—Mary, Sophia, Henry, Charles, Johanna.

FREDERICK LAYLE, farmer, Section 2, P. O. St. Clair, is a native of Germany, and was born October 11, 1830. After reaching manhood, he emigrated to the United States, and the following year came to this county, and in 1856 bought the land where he now lives; it was all covered with timber; he cleared it himself and made his farm, and since then, for twenty-seven years, has lived here and has been successfully engaged in farming; owns 180 acres of land, and has excellent improvements—all the result of their own industry. He had nothing when he came to St. Clair, and was in debt \$8 which he borrowed to pay his fare. He married Miss Baumgartner March 23, 1856. She was born in Germany, and came to St. Clair in 1854. They have four children—Emma, now Mrs. Littlefield, Rachel, Fred W., Frank W.

HENRY LUCK, farmer, Section 14, P. O. St. Clair, is a son of William and Jemima Luck. His father was a native of Albany, N. Y., and his mother was born in England. They came to this country in 1846, and settled in this town and on this land; it was all covered with timber and there were no roads except lumber roads. He engaged in lumbering, and cleared his land and made his farm. They were early settlers here, and Mr. Luck was, during his life, actively identified with the interests of the town; he held the office of Supervisor several terms, and also that of Highway Commissioner, and was Village and Town Treasurer. He died May 11, 1875; his wife survived him a few years, and died April 17, 1881. Henry was born in Hudson, N. Y., May 30, 1834, and came to this county with his parents during boyhood, and has lived here thirty-seven years. After reaching manhood, has been successfully engaged in farming and lumbering, and is the oldest settler on this road. He owns a good farm, and has held the office of Town Clerk and Justice of the Peace. He married Miss Harriet Oaks, a native of the town of China, January 1, 1856. They have three children—William J., living in Toledo; Charles E., at home; Emily E.

J. C. McCUTCHEON, farmer, Private Claim 406, P. O. Marysville, is a native of Canada, and was born at Kingston June 12, 1828; when six years of age went to Coburg, and grew up and lived there until 1858, when he came to this county and settled on the place where he now lives, and since then has been engaged in farming and the wood business; his farm is finely located on the St. Clair River, and he has made excellent improvements. He married Miss Eliza J. Mitchell September 26, 1856; they have five children—Charles, Hattie, George, Lilly, Herbert.

HON. CROCKET McELROY, merchant and manufacturer, was born December 31, 1835, in the township of Dundas, province of Ontario, Can. His father, Frances McElroy, was born in the North of Ireland in 1802, and was of Scotch descent. Mr. Francis McElroy came to this country with his father in 1810, settling in New Jersey. He worked for some time in a cotton factory at Paterson, N. J., and was once cruelly beaten with a cat o' nine tails by a brutal overseer for some slight offense, such punishments being quite common at that time. He subsequently lived in the State of New York, where he learned the blacksmith trade, at which he worked for more than fifty years. He lived about twenty-five years in Ontario, and about twenty-seven years near Eagle Harbor, and Bayfield, Lake Superior. He had a strong constitution, was abstemious in his habits, and enjoyed excellent health nearly all his life. His education was limited, but being a great reader, he became noted for his intelligence and general information. He was an effective public speaker, and often lectured on temperance and other topics. He died of old age in October, 1880, in the seventy-ninth year of his age. In the year 1827, Francis McElroy was married to Mary Surerus, then eighteen years of age. Mary Surerus' father was a German, and her mother was of Irish descent. Mrs. Mary McElroy, who is still living—March 28, 1882—was the mother of ten children. She was a kind mother, but required obedience from her children. She has always been noted among her neighbors for her strict honesty and wonderful industry. Crocket McElroy, the subject of this sketch, received his early education in Gault, Ontario, and when twelve years old removed to Detroit. There he attended one of the public schools for a short time, and afterward a commercial academy. He was a good grammarian, and had a good common education before he was eleven years old. When thirteen years of age, he was employed as clerk in a wholesale and retail grocery, where he remained about three years; he then worked about two years for a firm engaged in the

manufacture of small beer, and part of the time drove a peddling wagon. In 1853, he was sent from Detroit to Ira, St. Clair Co., as clerk, to take charge of a general store, and for the next five years served as clerk and taught school, spending the summer months of 1854 and 1855 in the Lake Superior region. In the spring of 1858 was elected Justice of the Peace, but defeated by three majority for the office of Supervisor. This defeat was owing to his age, he being then only twenty-two. His opponent declining to serve, he was appointed Supervisor by the Township Board; and at the meeting of the Board of Supervisors that year, he was called the "Boy Supervisor;" notwithstanding his youth, he discharged the duties of Supervisor so satisfactorily, that the next year he was elected without opposition, and received every vote that was polled. In 1858, he engaged in the mercantile business in Ira, which he continued until 1865, when he sold out and embarked in the business of manufacturing staves and heading at New Baltimore, Macomb Co. This business proved to be congenial to his tastes, and profitable. He gradually extended his operations at this place, purchasing a second stave mill in 1868; and in 1871, he bought a third mill at Marine City, St. Clair Co. In November, 1873, he sold out his business at New Baltimore, and in January, 1874, removed with his family to St. Clair, retaining his interests in Marine City. In December, 1874, he organized a joint stock company, called the Marine City Stave Company, to which he transferred his Marine City business, retaining a controlling interest, and of which company he is the President and general manager. He resumed the mercantile business in 1873, and has for some years been interested in vessel property. Besides the business of the Marine City Stave Company, to which Mr. McElroy gives most of his time, he runs a ware house at St. Clair, a steam ferry, and deals in coal. In his manufacturing and mercantile operations, he has been eminently successful. With good executive abilities, and an excellent knowledge of human nature, he has been fortunate in the selection and management of the men in his employment. As an evidence of the care he devotes to his business, it may be mentioned that, although conducting a large business, and making most of his sales of staves and heading in distant markets, he passed through the panic of 1873 to 1878, without any loss from such sales. He gives close attention to all his business affairs, and keeps thoroughly posted upon their minutest details; he has a remarkably retentive memory, being able at any time to give almost the exact amount of merchandise and manufactured stock he has on hand, without referring to either figures or dates. Mr. McElroy, with all his business enterprises, has found considerable time to devote to reading and literary pursuits, and has taken a deep interest in the establishment and sustenance of literary associations in the communities where he has resided. In 1858, he founded a literary society, known as the "Society of Brothers," and in 1867, at New Baltimore, he founded another, the "Freemen's Club." He has repeatedly read before them original poems and essays. Before his business reached large proportions, he frequently wrote short pieces of poetry, several of which have been published. Enough poetical talent has been displayed to show that he would have made quite an acceptable poet had he made poetry his business. He belongs to no denomination, but is a believer in the Christian religion, and contributes liberally to the support of the Protestant churches. In politics, he has always been an active Republican, but is not a strong partisan, and refuses to vote for unworthy men, even when the candidates of his party. He has held office more or less for more than twenty years, having been Supervisor for two years, Justice of the Peace four years, Commissioner of Highways two years, Trustee of the Village of New Baltimore two years, Mayor of St. Clair city one year, and State Senator four years from January 1, 1877. He married in the township of Ira, when he was only eighteen years old Julia Chartier, who is of French descent. They have had thirteen children, four of whom died young. The nine living children are named as follows: Frank, Julia, Mary, David C., Carrie, Worthy, Flora, Etta and Grace. The oldest son is the Secretary of the Marine City Stave Company, and lives in Marine City. The oldest daughter is married to Joseph L. Gearing, and lives in Detroit. The other children live with their parents. Mr. McElroy is about five feet seven inches in height, is stout, and weighs about 200 pounds. He is of a sanguine, nervous temperament. He is a constant and thorough worker, having early acquired habits of industry, and has done a vast amount of work in the past thirty years. He has aimed to be strictly honest in all his transactions, and, in consequence, is known as a man of strict integrity. With firmness of decision, and strong personal and moral courage, nothing can move him from acting in accordance with what he believes to be right; he has frequently sacrificed personal gain rather than do what he believed to be wrong or unjust to others. He is devoted to his family, and makes many special efforts for the well being of his children. He has never used intoxicating liquors, never uses tobacco, and by practice and precept is a strong temperance man. He is a forceful, fluent and effective speaker, using language that is plain, convincing and often eloquent. In the past ten years, he has made many political speeches, and while in the State Senate made several speeches that attracted considerable attention, one of which, his speech in support of his bill to provide for uniform and cheaper school text-books was given the exceptional honor of being ordered printed in the journal, by a unanimous vote of the Senate. While he is a restless, active and enterprising business man, he is also popular, a fact which has been fully tested on various occasions when he has been a candidate for office. He has been several times elected to office without opposition, and received a larger majority when elected Mayor of St. Clair than was ever obtained by any other person. In every position he has been called upon to fill, he has discharged the duties of the office with credit and ability, and to the satisfaction of the public. He belongs to that class of men, too seldom found, who have the moral courage to labor for a good cause, even though it be unpopular. While in the State Senate, Mr. McElroy introduced and secured the passage of a number of bills, among the more important of which are the following: A bill to amend the highway laws, providing a way to proceed in laying out highways across railroads; a bill for the protection of travel on public highways, which gives Commissioners of Highways additional power, and subjects them to a fine for neglect of duty. A bill to provide for the safety of persons attending public assemblies. This was a very important measure, and well calculated to prevent the needless sacrifice of human lives. A bill for the collection of damages sustained by reason of defective public highways, streets, bridges, crosswalks and culverts. Previous to the passage of this bill, a citizen of another State or a foreign country could recover damages by suing the municipality liable in the United States Court, under the common law; whereas, the citi-



zen of Michigan, being obliged to sue in the State Courts, could not recover. This bill was strongly opposed, and its passage through both Houses was a victory for its author. In the session of 1877, Mr. McElroy procured an amendment to the general railroad law, limiting the charges on certain kinds of freight, this being the first instance in which the Legislature of Michigan has attempted to regulate the railroad charges on freight. In the same session, a bill for the protection of guests of hotels from danger by fire was passed, which was made up mostly of ideas taken from a larger and more elaborate bill prepared by Mr. McElroy early in the session of 1879. Mr. McElroy took a very decided stand against special legislation, and particularly against granting special charters to cities and villages. As Chairman of the Committee on Cities and Villages, he was in a position to give force to his ideas, and by his persistent and continued efforts, every new village and new city incorporated during that session was compelled to incorporate under the general law. By this means, the labor of the Legislature was shortened and the expenses largely reduced, saving, in the matter of printing alone, thousands of dollars. Evidence of this fact can be seen by comparing the size of the volume of local acts 1877, with that of 1879, the latter being only about two-thirds the size of the former. When the liquor question came up, Mr. McElroy took a leading position. He advocated retaining the tax law, making it more stringent, and increasing the tax thirty-three and a third per cent. He prepared a programme for action, which after a hard fight was adopted, and the law was amended in accordance with his views. In the session of 1879, he introduced a bill to prevent members of the Legislature from accepting railroad passes. The bill failed, but Mr. McElroy returned all the passes sent him both sessions. He regards such passes as bribes, and preferred to pay his way, and be free and independent. During the session of 1877, his railroad fare amounted to \$126. He was Chairman of the Committee of Supplies and Expenses of the Senate during both his terms, and early in the session of 1879 discovered that the Legislature was being charged excessive profits on stationery, which it was entitled to at the wholesale contract price with the State stationer. The result of his investigation on this subject was that the cost of stationery for the session of 1879 was less than half what it was for the previous session. There is no doubt that the legislation secured by Mr. McElroy has resulted in saving and protecting human lives, and has saved to the State many thousands of dollars. He had the reputation of being the hardest working man in the Senate, and it is but a statement of facts to say that he distinguished himself as being an industrious, able, eloquent and wise legislator. During his residence in St. Clair, Mr. McElroy has contributed largely to the prosperity of the city by his public spirit and enterprise. In the face of many discouragements, he has established and maintained a steam ferry between St. Clair and Courtwright, and through his own unaided efforts succeeded in having St. Clair made a station of the Canada Southern Railway, and, as a consequence, the free transfer across St. Clair River of all freights and passengers going or coming by that railroad. This enterprise has been worth many thousands of dollars to St. Clair and its vicinity, and is only one of many efforts Mr. McElroy has made for the good of the beautiful city he has chosen for his permanent home.

CHARLES McMILLAN, farmer, Section 17, P. O. Rattle Run, is a native of Scotland, and was born December 12, 1817. After reaching manhood he emigrated to the United States in 1842, and in the fall of that year went to Chicago on the "Great Western" with Capt. Walker, and returned and came to St. Clair that year. He spent the winter in Canada, and in spring of 1843, settled in this county, and in the fall located where he now lives; it was all timber, and there was only two small houses between here and St. Clair. He and his brother would walk out here from St. Clair in the morning, and chop all day to clear a place to build a shanty; it was slow work, for he had never chopped a day in his life; there was only one lumber wagon in the township at that time. In 1844, he built a part of the house where he now lives, and it was thought very grand at that time. He lived here four years, then went to Sanilac County, and in 1847, built a saw mill and engaged in lumbering, and remained there until 1850; then sold out and bought a mill at Gibraltar, and ran that three years, and then came back on his farm, and since then for the past thirty years has resided here. He owns a good farm of 140 acres, which he cleared and made himself. He has held the office of Supervisor several terms, and Drain Commissioner several terms, and Justice of the Peace, but resigned. In 1862, he married Miss Louise Van Epps, a native of New York State. They have two children—Frank and Grace. Mr. McMillan has one son—Neil, by former wife. He is a member of the firm of D. F. McDonald & Co., commission, Detroit.

HON. MARCUS H. MILES, deceased, was born in Apulia, N. Y., October 23, 1813, and was a son of Elijah Miles, a native of Stockbridge, Mass. Mr. Miles received his education in Homer, N. Y. He for some time clerked in a store in Skaneateles, N. Y. In 1835, came to Detroit, and the following December to Port Huron. On April 18, 1836, he went to Marine City, and in 1838 came to St. Clair. In 1837-38, while in Marine City, he was Deputy County Clerk and Postmaster of that place. He held the office of County Clerk from 1839 to 1842, and from 1849 to 1850. He also was Register of Deeds from 1839 to 1842, and County Judge in 1847, resigned the latter office in 1848. From 1857 to 1860 he was Judge of Probate, and Circuit Court Commissioner in 1855 and 1856. From 1840 to 1858, he was Justice of the Peace, and also from 1866 to 1870. While holding the office of County Clerk, he read law and was admitted to the bar as an attorney. During the war, he was Assistant Provost Marshal of the Fifth District, which he resigned in 1863 to accept the office of Quartermaster of the Eleventh Michigan Cavalry, which regiment he helped raise at Kalamazoo. He was with his regiment at Lexington and Camp Nelson until April, 1864; then spent some time at Louisa Fort. He was appointed Judge Advocate of a military commission, by Maj. Gen. Burnside, in July, 1864, and in August following, he was appointed Assistant Judge Advocate of the department. In October, he was made Judge Advocate of the military commission and general court martial at Lexington, which position he held until the close of the war. He was elected to the Legislature in 1866, and was a member of the Constitutional Convention in 1867. In 1870, he was appointed United States Inspector of Customs at Toronto, which office he held until death. Mr. Miles was married November 29, 1840, to Miss Maria C. Partridge, daughter of Capt. Asa Partridge, a Captain in the war of 1812. They have four children, of whom three are living—Edwin C. of Chicago; Timothy L. P., of St. Clair; and Emma M., of St. Clair.



**THOMAS J. MILLIKIN**, druggist and grocer, was born in the county of Dublin, Canada, July 1, 1878, and is a son of John Millikin, a native of the North of Ireland, and came to Canada when a very young man. The family removed to two miles below Courtright, on the St. Clair River, opposite St. Clair County, in 1849. Our subject was born brought up on a farm and educated in the common schools. He then went to Chatham, Kent County, Canada, and spent four years in a drug store and learned the business. He came to St. Clair in 1870, and clerked for H. Whiting & Son until 1876, when he bought Whiting's drug and grocery stock, and engaged in business for himself. He does a business of \$16,000 annually, and his trade is constantly increasing. Mr. Millikin was married in December, 1882, to Miss Anna Fox, by whom he has two children, four of these are living, viz.: Maurice H., Leslie W., Helen B. and Jennie M. Mr. Millikin is a member of the Methodist Episcopal Church, a strong temperance man and a member of the Knights of Pythias. He held the office of City Clerk of St. Clair for two years. In politics, he is Democratic.

**STEPHEN MITTIG**, mason and contractor, Section 25, P. O. St. Clair, is a native of Bohemia, Austria, and was born March 25, 1823, and upon reaching manhood emigrated to the United States in 1853, and lived in Detroit two years, and in 1855 came to St. Clair and began working at his trade; continued for some years and afterward engaged in contracting and building, and since then has followed the business, and is the oldest mason in the business here; has built two churches and many buildings and residences. In 1849, he married Miss Anna Arnold, a native of Bohemia. They have seven children—Anna, Frank, Johanna, Adeline, Christina, Raymond and Augusta.

**FRANKLIN MOORE**, Postmaster, was born September 6, 1845, in St. Clair Township, two miles north of St. Clair City, on the St. Clair River, and is a son of Reuben Moore, a native of Manchester, N. H., who came to this county about fifty years ago. Mr. Moore went to East Hampton, Mass., at the age of fourteen years, and attended Williston Seminary for three years, and from thence, in 1864, entered Yale College, graduating from the latter place in 1868. He then came to Detroit and read law for six months; when he went to Saginaw, and entered a lumber yard with a view of learning the lumber business. In January, 1870, he removed to Toledo, Ohio, where for three years he acted as bookkeeper in the lumber yard of H. W. Sage & Co. In the fall of 1872, he moved to Detroit, where he engaged in business with his brother, C. F. Moore. In the fall of 1873, he moved to Saginaw and remained there two years; at the close of that time returned to St. Clair, where he added to his other business that of farming. In December, 1879, he bought the *St. Clair Republican*, which he has since owned and edited. In June, 1881, he was appointed Postmaster at St. Clair, which position he now holds. He held the office of Superintendent of Schools in the town of St. Clair for one year, and for four years has been a member of the Union School Board, of which he is now Moderator. He was married on the 11th day of June, 1873, to Emily S. Parmelee, of Toledo, Ohio. He has three children—Laura, born in Saginaw January 19, 1875; Franklin, born in St. Clair September 6, 1877; and Margaret, also born in St. Clair November 28, 1879.

**WILLIAM B. MORSE**, Deputy Sheriff of St. Clair County, was born in Grafton County, N. H., October 7, 1837, and is a son of Hazen S. Morse, of St. Clair, also a native of New Hampshire. The family came to St. Clair in the fall of 1845, where they have since resided. Our subject worked in the lumber woods and at running logs in Pine River for several years. He served one year in the late war, in Company I, Fourth Michigan Infantry, and participated in the battles of Nashville and others. He was in the United States detective service in St. Clair for some time. He has been four times elected to the office of City Marshal of St. Clair; has been twice elected Alderman of the Second Ward, which office he now holds, and has been Deputy Sheriff of St. Clair County for the past six years. He was married, in 1857, to Miss Margaret E. Brown, by whom he has three children—Eliza, Edwin C. and Minnie M. Mr. Morse is a member of the Knights of Pythias and of the Knights of Maccabees.

**MERRILL NORRIS**, farmer, Section 26, P. O. St. Clair, is a native of New Hampshire, and was born in Grafton County September 13, 1827. He grew up and lived in that State until 1853, when he came to this county and settled in this town, bought land, cleared it and made a farm, and since then, for the past thirty years, has lived here. He has held the office of School Inspector.

**ANDREW J. PALMER**, deceased, was a native of Connecticut, and was born in Windham County, in the town of Ashford, May 9, 1809. His father and grandfather were born in the same town. When six years of age, his parents removed to Canandaigua, N. Y., and in 1821 moved to Scio, Allegany County, where he lived until the fall of 1828, when he started for Cayuga County, Ohio, on foot, carrying his clothes in a bundle on his back. He spent the winter there, and May 29 he started for Detroit on the schooner *Lady of the Lake*. He spent a few days in Detroit, then went up the St. Clair River on the *Forrester*, and reached his uncle, George Palmer, adjoining the village of Palmer, now St. Clair, May 31, 1829. In the fall of the same year, he hired out to his uncle Thomas to work in saw mill, and remained there until July 1, 1830. Then went to Detroit, and his uncle bought him an old scow and had it repaired, and Andrew with two Frenchmen sailed it, making trips to River Rouge and to Lake St. Clair, and carried stone for paving the crossing of Woodward and Jefferson avenues, which was the first paving done in the city of Detroit. In October, he went to Buffalo in the steamer *Henry Clay*, and spent the winter at home, and in the spring went on a raft of lumber to Cincinnati, and from there came to Detroit. During the summer he came to St. Clair, and in the fall went in the mills again for his uncle, and was there during the years 1831-32. In August, 1832, he bought the land on Section 9, their present homestead. At that time, there were only two lots entered in the township, and those were for lumbering. He engaged in lumbering during winters and cleared his land during summers, but was principally engaged in lumbering. On the 9th of January, 1842, he married Miss Betsey Dalliba, a native of Scio, N. Y. They came on the present homestead, cleared the land and made his farm. They lived here until his death, which occurred January 18, 1882. He sold considerable of his land before his death, but left 160 acres. He held the office of Justice of the Peace, Highway Commissioner, and was Town Clerk for many years. He was at the time of his death one of the oldest settlers of the county, and had been actively identified with the interests of the town and county for

half a century. He left five children: Henry, lives in this county; Judson, lives in Toledo; Elvira, now Mrs. Gracy, Winfield, lives in this county; Thomas, lives in this county.

**HENRY C. PEASLEY**, farmer, Private Claim 406, P. O. St. Clair, is a native of Essex County, N. Y., and was born November 8, 1844. He grew up there until sixteen years of age, and when the war broke out enlisted in Company H, Fifth Regiment New York Cavalry, and served two years and four months. Was taken prisoner at Ream Station, below Petersburg, and from there was in Andersonville Prison four months; then confined at Florence, S. C., two months, until exchanged. After his return from service, he lived in his native State until 1874, when he came to this county, and for some years was in the lumber woods. In March, 1882, he came on the large stock farm of Eugene Smith, and since then has had the management of it. He married Miss Carrie Bartlett, of the town of Kimball, September 5, 1878. She is a daughter of Judson Bartlett, of Bartlett Mills. They have one son—Guy H.

**EDWARD PHILLIPS** was born in St. Clair December 14, 1844, and is a son of Charles Phillips, of China Township, and a native of New York State. Our subject was brought up and educated in St. Clair. In December, 1878, he married Miss Edna M. Scott, daughter of Robert Scott, of St. Clair. Mr. Phillips is a member of the firm of Belpa & Phillips, in the manufacture of brick in St. Clair. For a history and description of their factory, see chapter on mills and factories of St. Clair.

**MANDEVILLE POOLE**, surveyor and civil engineer, St. Clair, was born in London, England, October 28, 1824. His father, Mandeville Poole, was also a native of London. Mr. Poole was educated in his native city, where he acquired the profession which he now practices. In 1843, he went to Jamaica Island (one of the West Indies), in the employ of a large sugar manufacturing firm, where he surveyed some large sugar plantations. He came to New York City in the spring of 1853, remaining there but a short time. He re-surveyed the city of Belleville, N. J., and the same year came to Detroit, where for three months he was engaged in making plats for what is now the Detroit & Milwaukee Railroad. The same fall he surveyed St. Clair. In 1855, he removed to St. Clair County, which has since been his home. The same year, he took charge of the Altavista Stock Farm near St. Clair, which he superintended for twenty-three and one-half years. Since 1879, he has resided in the city, and practices his profession. Mr. Poole was married April 13, 1844, to Miss Mary Brodie, a native of Scotland. They have had five children, but two of whom are living, viz.: Gertrude M. and William Mandeville. One daughter, Charlotte A., died September 2, 1872, at the age of nineteen years.

**EDWARD C. RECOR**, present County Treasurer of St. Clair County, was born in East China Township, this county, and is a son of Lambert Recor, deceased, a native of the same township and born on the same farm. Mr. Recor was brought up on the farm, and his educational advantages were such as are furnished by the common schools, St. Clair City Schools, and that of Bryant & Stratton's Business College of Detroit. Mr. Recor deals in grain, hay, and all kinds of lumbermen's supplies at East China, where he owns a dock. He also owns a steam barge and a tow barge, and is engaged somewhat in freighting. He was married June 5, 1867, to Miss Nancy Parsons, daughter of Deacon Parsons, deceased. She was born in China Township, near St. Clair. They have had three children, of whom two are living, viz.: May and Harry. Mr. Recor also owns and runs the farm, in addition to his other business. He was elected to the office of County Treasurer in 1880 by an overwhelming majority.

**CAPT. H. W. ROBERTSON** is a native of St. Clair County, and was born at Marine City February 19, 1841. His parents, James Robertson and Theodate Potter, were early settlers of this county. The Captain began sailing in 1860 on the schooner *A. Rust*; sailed before the mast two years and was mate on her two years, and sailed master of her two years. Was master of the barge *King* and the *Clint*. Was with Capt. Fish on the *Sanilac*, then the large *Keepsakes*, barge *Smith*, steam barge *Emma Thompson* two seasons, and was master of the steam barges *Alpena* and the *B. W. Jenness* three years, and in 1882 sailed master of the *Porter Chamberlain*. Capt. Robertson was married December 17, 1867, to Miss Mary L. Higley, of St. Clair. She is a native of Rochester, Mich. They have one son, Lee, and have lost one son, Frank.

**ROBERT SCOTT** was born in Caledonia County, Vt., May 30, 1809. He was reared on a farm and received a common school education. At the age of fifteen he began to learn the carpenter's trade, which he followed for several years. He came to St. Clair in 1831. From 1839 to 1870 he engaged in lumbering. He married, February 2, 1834, Miss Roxey A. Leach, by whom he had ten children, four of whom are living—Adeleine C., Jane, Elna M. and Nellie I. Mr. Scott was elected to the office of Sheriff in 1850; was City Treasurer of St. Clair for two years, and Under Sheriff of the county for some time. He is a member of the Masonic fraternity and of the M. E. Church of St. Clair.

**ALBERT SHAFER**, proprietor of the St. James Hotel, St. Clair, was born in Berlin Township, this county, July 30, 1848, and is a son of James Shafer, a native of New York, who settled in this county in 1840. In 1856, the family removed to Marine City, where our subject was reared and educated. He opened the St. Clair Exchange Hotel in 1875, and ran it until it burned, in February, 1876. He then engaged in the livery business until July, 1881, when he took charge of the City Hotel in this place, which he closed in May, 1882, and at once opened the St. James Hotel on Front street. This hotel is first-class in every particular, and contains fifteen rooms, for the accommodation of transient guests only. Mr. Shafer was married February 12, 1874, to Miss Sarah Hickman, by whom he has two children—Bertie and Willy.

**D. SHELDON** was born in Hamburg, N. Y., December 10, 1814, and is a son of D. Sheldon, a native of New England. The elder Sheldon was a Captain in the war of 1812, and died soon after its close from disease contracted while in the service. Our subject's mother also died when he was young, being only ten years old, leaving him to rely mostly upon his own resources for sustenance. He lived with an uncle near Auburn, N. Y., until sixteen years old, when he went to the tanner and currier's trade, which he mastered in five years and four months. He then went to Tioga County, Penn., and worked on a farm a few years. In April, 1837, he came to Calhoun County, Mich., and there engaged in breaking land for a few years. He then went to Detroit, and remained there until 1840, when he went to Port Huron, and took charge of the

large tannery of English & Walker, remaining there until it burned in 1842. He came to St. Clair the same year, and superintended the building of a large tannery two miles above St. Clair on the river. He took charge of the tannery after the building was completed, and superintended it until 1846, when he came to the city and erected a tannery of his own. He is the pioneer tanner of St. Clair, and is doing an extensive business. Mr. Sheldon was married in 1843 to Miss Grace Abernethy, by whom he had four children, two of whom are living—Mary E. (Mrs. King, of Bay City), and Charles, who has charge of their extensive brick manufactory at St. Clair. This factory was built in 1867 by Mr. Sheldon. They have two steam brick mills, and make six million brick annually. It is regarded as the best brick yard in the State. Many of these brick are shipped to Alpena, Duluth, Marquette and other places. Chicago dealers and builders buy much of their brick here.

EUGENE SMITH was born at Amherst, Mass., July 26, 1821, and is a son of Elisha Smith, also a native of Amherst, and was born in the same house. Our subject came to St. Clair with his parents in 1836, where he has since lived. The elder Mr. Smith erected a saw mill at St. Clair in 1876, which afterward became the property of Mr. Smith. He run this mill for many years. He has been engaged in lumbering until 1881. He owns a large farm on Smith Creek Station, on the Grand Trunk Railroad, one three and a half miles above St. Clair, on the St. Clair River, one in China Township and one in East China Township; in all about 1,100 acres. Mr. Smith was married in 1855, to Miss Mary R. Goffe, a native of Bedford, N. H. They have had five children, three living, viz.: Lizzie E., George B. and Frederick H. Mr. Smith was Mayor of St. Clair one year and Supervisor several years. When the Smiths came to St. Clair, the Indians were their nearest neighbors, and the wild animals were roaming over an almost unbroken forest, while the wolves made the nights hideous by their terrible cries.

CHARLES E. SOLIS, attorney at St. Clair, was born in Vernon Centre, Oneida Co., N. Y., September 4, 1848, and is a son of Daniel E. Solis, also a native of Vernon Centre. Our subject came with his parents to Detroit in 1853, and to St. Clair in 1854. His father run the City Hotel in St. Clair until 1861, when he died. Mr. Solis graduated from the law department of the Michigan University, at Ann Arbor, in 1879, and was admitted to the bar the same year. In 1864, he enlisted in Company F, Fifteenth Michigan Infantry, and served until the close of the rebellion. He was three weeks in Andersonville prison, when he was exchanged. Mr. Solis was one of the pioneers of the Black Hills. He and others were arrested by a United States officer for trespass on Indian lands. He was made the test case for all concerned in a similar way, and he came out victorious in the United States Court. He spent the winter of 1868-69 in Salt Lake City, during which time he was bookkeeper for Zion's Mercantile Co-operative Institution. He also spent some time in Kansas, Mo., Illinois and other Western and Southern States. He returned to St. Clair in the fall of 1869.

CHARLES H. SOUTHWICK, manager of "The Oakland," was born in Rochester, N. Y., on June 13, 1836, was educated and resided there until April, 1856, then left the paternal roof and spent seven years of commercial life at Detroit; removing from there to Grand Rapids, where he remained twenty years, engaged in mercantile pursuits, when he removed to St. Clair and assumed the management of "The Oakland" in May, 1882. He was married in the year 1860 to Miss Delby J. Sturtevant. They have two children—Blanche and Margaret Castle.

GUSTAVUS STRAUSS, of the firm of G. Strauss & Sons, leading grocers, was born in Bavaria, Germany, in August, 1825. He came to St. Clair in 1854, and clerked in the general store of his brother Frederick, who was a leading merchant of St. Clair at that time. In 1856, he went to Port Huron, and to Grand Haven in 1859; from thence, in 1860, he went to Grand Rapids. In the fall of 1864 he went to Detroit, where he remained until August, 1865, when he returned to St. Clair and established a small grocery store in a little, old, one-story frame building. His business gradually increased until March, 1870, when his store and a portion of the goods were burned; but he was fully insured and did not sustain much loss thereby. He built a large brick block the same year, which he has since occupied. They are doing an annual business of \$55,000, which is gradually increasing. Mr. Strauss was married in 1854 to Miss Rosina Hueber, by whom he has had four children; of these three are living, viz.: Frederick C. and Christian R., who are his partners in business, and Amelia M. Mr. S. is a member of the Lutheran Church.

ALEXANDER THOMSON, farmer, Section 20, P. O. St. Clair, is a native of Scotland, and was born July 24, 1824. After coming to this country, he lived one year on the Hudson River above West Point; then lived in Binghamton four years; then removed to Canada and lived there four years; and then came to Port Huron. He is a carpenter and millwright by trade, and has been connected with sawmills for the past twenty-five years. Was with Avery, Murphy & Co., sixteen years Superintendent of their mills. He owns a good farm of forty acres well improved. In 1847, he married Miss Jane Given, a native of Scotland; she died in 1876, and left five children—William, Robert, Jane, George and Alexander. In 1877, he married Elizabeth Johnson; she is a native of Scotland.

B. V. VAN EPS, farmer and mill owner, Section 25, P. O. St. Clair, is a native of New York State, and was born in Schenectady County, February 19, 1808. His parents removed to Herkimer County in 1810, and he grew up there until nineteen years old; then removed to Jefferson County, and lived there until 1849, when he came to this State and settled in this county at St. Clair, and in the spring of 1853, bought the land where he now lives; it was all covered with timber; he cut the road from Jordan Creek to his place. He cleared his land and made his farm, and engaged in farming for twenty-five years. In 1878, he bought a mill and engaged in milling at St. Clair, and carried on the business four years, until his mill property was destroyed by fire. He married Miss Harriet Caswell, a native of New York State; she died July 5, 1881, leaving one daughter, now Mrs. Charles McMillen, living in this county. Mr. Van Eps married Mrs. Caroline Loomis, July 13, 1882, she is a native of New York State, and has one son—Charles Loomis, living in Rock County, Wis.

CHARLES H. WATERLOO, was born in Lincolnshire, village of Wrawby, England, January 11, 1821, and is a son of George Waterloo, a native of the same county. His mother's maiden name was Aley Bell.



Our subject is the second of six children. The family came to Detroit in 1836, when the Indians and wild animals were numerous, and in a few months removed to Redford, thirteen miles west of Detroit. In 1837, the family came to Columbus Township, this county, and cleared up a farm. For the past twenty years Mr. Waterloo has lived in St. Clair. He was married November 14, 1844, to Mary J. Beebe, a cousin of Judge Beebe, of New York City. They have eight children—W. Stanley, Althea (Campbell), A. Belle (Flower), Hattie, Charles B., Minnie J. (Conway), Lucy K. and Willis B. The latter is on the Chicago *Tribune*; Stanley is editor and part owner of the *Evening Chronicle*, of St. Louis, Mo., and Charles is in the First National Bank of St. Clair. From 1862 to 1866, he held the office of Register of Deeds of St. Clair County. He is now serving the third term as City Assessor for St. Clair. Mr. Waterloo still owns a farm; in politics he is Democratic, and in religious views liberal.

COL. H. WHITING was born February 7, 1818, at Bath, Steuben Co., N. Y. His parents John and Nancy Carter Whiting, were both natives of Massachusetts, and of English descent. Col. Whiting received his early education in the district schools. At the age of thirteen, he left school and engaged for about four years as clerk in the store of Whiting & Boardman, of Steuben County. Rev. W. E. Boardman, Secretary of the Christian Commission at Philadelphia during the late war, was a member of the firm. During his clerkship, Mr. Whiting improved his leisure hours by reviewing Kirkham's grammar and Rollin's history. He entered the Military Academy at West Point, in 1836, passing the first examination, No. 51. He graduated in 1840, No. 17, in the same class with Gens. Sherman, Thomas and others, who have since become distinguished. At the time of his graduating, there were very few vacancies to be filled. Mr. Whiting was assigned as Second Lieutenant to the Fifth Infantry, then stationed at Fort Snelling, on the Mississippi. Here Lieut. Whiting took a course of Latin, and continued his studies until he was ordered to Florida. In 1841, his regiment was sent to Jefferson Barracks below St. Louis, and soon after was assigned to the upper lakes. Lieut. Whiting's company was ordered to Mackinac, and during his stay here he was appointed Assistant Commissary and Acting Assistant Quartermaster. He went with his regiment to Texas in September, 1845, and remained at Corpus until February, 1846. Having tendered his resignation, he obtained leave of absence from Gen. Taylor for sixty days, with privilege to extend it sixty days more on application at Washington. He joined his family at St. Clair, and within a week took charge of Thompson's Academy at that place. The following spring he opened a grammar school in Bath, Steuben Co., N. Y., continuing to teach a little over a year. In 1848, he engaged in the lumber and mercantile business in St. Clair, with Willard Parker and Justin Rice, under the firm name of Parker, Whiting & Co. In 1849, Mr. Rice died, and the firm was known as Parker & Whiting until 1851, when Mr. Parker took the lumber business, and Mr. Whiting became sole proprietor of the mercantile business. At the outbreak of the war in 1861, he offered his services to the Governor of Michigan, but was informed that the Colonels for the Fifth Regiment appointed to Michigan, had already been appointed. He was immediately afterward appointed Colonel of the Second Vermont Regiment. His regiment moved to the front at once, and took part in the first battle of Bull Run; they received a note of thanks from the Vermont Legislature for their gallant conduct during that disastrous day. This regiment covered the retreat from Centreville to Washington. Col. Whiting received from the men under his command a handsome present, consisting of a costly sword, sash, set of pistols and full equipments for his horse. It was wholly unexpected, and coming from such a source, it was naturally very gratifying to him. His regiment participated in the battle of Lee's Mills, Williamsburg and covered the retreat from Richmond to Savage Station, October 23, 1862. The Colonel was placed in command of the Vermont Brigade, and took part in the battle of Fredericksburg, under Gen. Burnside. In 1863, he resigned his position in the army and resumed business as a merchant in St. Clair. Here he still resides surrounded by a happy family. Col. Whiting has been twice married. His first wife died January 26, 1858. In October, 1859, he married Mary T. Rice, sister of his former wife. He has had a family of eleven children, of whom nine are living. He was himself one of a family of twelve children. In 1858, Mr. Whiting was elected Regent of the University of Michigan, and served in that capacity for nearly six years. While on the Board he was Chairman of the Committee on the Scientific Course in the University, and during his term the standard of admission to that course was raised; the course of study in French and German was also extended from one to two years. It would be in keeping here to remark that at that time, Mr. Whiting advocated the admission of women to the University, which measure was not adopted until ten or twelve years later. The Colonel has been a member of the Methodist Church for thirty years. His son Justin R. Whiting, became partner in the business in 1871, and the firm is Whiting & Son; they carry a large stock, doing an annual business of \$75,000. It is the pioneer business house of St. Clair, now located corner of Front and Jay streets, in Whiting's three story brick block.

JUSTIN R. WHITING, of the firm of H. Whiting & Son, St. Clair, was born in the village of Bath, Steuben County, N. Y., February 18, 1847. He came to St. Clair with his parents in 1849. His early education was obtained in the Union Schools of St. Clair, and afterward attended the Michigan University at Ann Arbor; he entered the class of 1867, and left at the close of the sophomore year. The following year he returned to St. Clair and became a partner with his father in the mercantile business, in which they are still successfully engaged. He was married in 1868, to Miss Emily F. Owen, by whom he has six children; viz.: Nellie, John, Pamela, Blanche, Bruce and Rosamond. Mr. Whiting is a Mason of the highest order, viz.: that of Knight Templar, and has been a consistent member of the Methodist Episcopal Church of St. Clair for the past ten years. He was elected Mayor of the city in 1879; has been a member of the School Board for the past four years, and is a member of the City Council. Mr. Whiting took an active part in causing the mineral well to be sunk at this place, and the founding of the Female Seminary of St. Clair is largely due to his efforts, both by earnest labor and assisting with money. He is a public spirited man, and labors for the general good of St. Clair and vicinity.

E. C. WILLIAMS, farmer, Section 6, P. O. Smith Creek, is a native of Canada and was born February 4, 1831. After reaching manhood he was united in marriage January 25, 1842, to Miss Polly Hubble, a native

of Canada, and two years later, in 1841, they started from Canada for Illinois, upon reaching Ypsilanti they concluded not to go further west. He traded a yoke of oxen for eighty acres of land where he now lives, and started to settle upon it, and it took them eight days. The night before they arrived here their bill was \$1.50 and he only had \$1 to pay it with. They arrived at their destination, where they now live, in March, 1844. The land was all covered with timber and he began clearing it; he began cutting logs, and then engaged in lumbering, and afterward went in the stave business, and all the time clearing his farm, and since then has been engaged in farming and lumbering. Mr. and Mrs. Williams are among the oldest and most successful settlers here. They have ten children—George, Reddick, Charles, Wilmer, Guy, Althea (now Mrs. Simpson, Detroit), Maria (now Mrs. Brayman), Ida (now Mrs. Staley), May (at home), Belle (at home).

**MIRON WILLIAMS**, carpenter, Marysville, is a native of Genesee County, N. Y., and was born in the town of Burlington June 6th, 1813. When only three years of age his parents came to O., and he lived on the Western Reserve. He lived there until seventeen years of age, then worked at carpenter trade at Canton, and Massillon and also at Cleveland. While at the latter place he hired out to a millwright, named Wells, for three years. In June, 1832, he came to St. Clair County on the old steamboat Gratiot and landed at Uncle Billy Brown's place on the river. He began working at his trade. The same year helped build the old Black River steam mill. Built several mills in Canada and many in this State. He built more mills while in the business than any other millwright in the State. He bought out and ran a saw mill, grist mill and carding mill at Belle River. He afterwards bought a share in a saw mill at Newport (now Marine City). He built a mill at Detroit and was there two years, then returned to Newport. He was there but a short time when he engaged more extensively in the lumber business; bought a large amount of pine land; bought one mill and built another at Marysville and an interest in another at Algonac; had lumber yards in Huron, Fremont, Toledo, and Chatham, in Canada, and also shipped to Chicago and transacted a large and extensive trade, owning from eight to ten thousand acres of pine land, and during his business life lost a large fortune by fires and by the failures of others. He continued in the lumber business until 1875. Disposed of his pine and lumber business and retired to his farm on the river where he now lives. He is one of the oldest settlers in the County, and his success in life is owing to his own efforts. Mr. Williams married Miss Mary Gallagher, of Belle River, this County, in February, 1838. They had ten children—William (died when two years of age), John G. (was killed in the lumber woods January, 1870, he was thirty years of age), Mary (now Mrs. N. Mills), Hannah (now Mrs. C. Neal), Emma (now Mrs. H. McMorran), Prudence (now Mrs. C. Dale), Florence (now Mrs. G. Kimball), David (married and living in Port Huron), Adaline (at home), and Emeline (now Mrs. A. J. Beardsley).

**HENRY WOLF**, Section 21, P. O., St. Clair, was born in Mechlinberg, Germany, 1817. Emigrated to America in 1855 and came to this county the same year, and bought the land where he now lives, cleared it of timber and made his farm, and since then has lived here and engaged in farming—owns his farm of ninety-nine acres. In 1870 he married Miss Julia Christ. She was born in Prussia. They have two children—John and Bertha.

**JOHN F. WOLVEN**, proprietor of Wolven's planing mill, sash, door and blind factory, Front street, was born October 5, 1840, in New York State. He received a common school education, and at the age of eighteen years began to work at the manufacture of sash, doors and blinds, which business he has pursued until the present time. He first began the business by hand, but as success attended his efforts and business increased, he began to add machinery. (For a description of his factory see the chapter on manufactures.) Mr. Wolven's parents were of German descent, and located at St. Clair about the year 1815. He married Miss Delila Stevens, who afterward died. He afterward married Caroline Ballamy, by whom he has two children—George E. and Bertha E.

**PETER WOLVEN**, farmer, Section 23, P. O. St. Clair, is a native of Ulster County, N. Y., and was born September 7, 1818. He was brought up to manhood in that State, and was married November 18, 1842, to Miss Mary Ann McCartney, of Yates County, N. Y. In September, 1845, they started for Michigan, came by team to St. Clair, and were fifteen days on the way. The following year they settled on the place where they now live; it was all covered with timber; he built a shanty and cleared the land and made his farm, and since then, for the past thirty-seven years they have lived on the farm, and are the oldest settlers now living here. He owns a farm of eighty-six acres. When they came to this county, they only had money enough to buy one barrel of flour and one hundred pounds of pork. During the war, Mr. Wolven enlisted in the Light Artillery, and served three years. Was in the siege of Vicksburg and siege of Atlanta, and other engagements. His eldest son, Joseph, served in the Battery of Artillery. Mr. and Mrs. Wolven have four children—Cornelius, Horace, Peter, Charles; and have lost four children—Joseph died of disease contracted in the army, Maria, infant son, William H.

**SAMUEL H. WOODRUFF** was born December 31, 1814, in Troy, N. Y.; his parents were Cyrus and Miriam Woodruff, the former a native of Connecticut, and the latter of New Hampshire. Mr. Woodruff received his education in the common schools of Massachusetts; when yet a boy, he learned the carriage and wagon maker's trade. In 1832, he came to St. Clair, and worked at his trade until 1855, when he went to New York City, and worked under instruction at the carpenter and joiner trade until 1841, and then returned. In 1840, he married Miss Elizabeth Walker, by whom he has had four children; three of these are living, viz.: John S., Cyrus H. and Elizabeth Solis; one daughter, Jennie, died in August, 1871, at the age of twenty-two years.

**JAMES P. WORDEN**, livery, was born in China Township, this county, September 14, 1832. He is the son of Clark Worden, and the youngest of six children. He left home at the age of twelve years, and went on the steamer Huron, then the property of E. B. Ward; he learned the business of steamboat engineer, which he followed all his life until 1880. He saw some rough times while on the waters. The boat was wrecked on Lake Ontario in 1875, and picked up by another boat. He was on the Atlantic just prior to <sup>in</sup> being wrecked, when 400 people were lost. He was married January 23, 1853, to Miss Esther Houston

whom he has one daughter—Florence (deceased). Mr. H. has held first-class certificate as chief engineer for over twenty years. He ran some of the best steamers on the lakes, and was always successful.

**JAMES G. WORTZ**, City Marshal, was born in Chatham, Ontario, December 30, 1848, and is a son of Martha Wortz of China Township, who was born in Wurttemberg, Germany, in November, 1822, came to New York in 1831, went to Ohio in 1842 and lived there three years, then went to Canada, where James G. was born. Our subject was brought up on a farm, and received a common school education. He came to Michigan in April, 1857, and to St. Clair in 1869. For eleven years he engaged in lumbering; while lumbering in Iosco County, Mich., he held the offices of Justice of the Peace for four years, and Supervisor one and one-half years. He was elected to his present office in May, 1882.

**NICHOLAS WUNDERLEICH**, farmer, Section 15, P. O. St. Clair, was born in Bohemia August 8, 1826. He emigrated to the United States in 1850, and came to this county the same year, and bought eighty acres of land, and put up a little house, and began clearing his land and made a farm; in 1859, he went to Memphis, and the following year came on the land where he now lives, and cleared it and made this farm, and since then for the past twenty-two years has lived here. In 1841, he married Miss Catharine Geosler, a native of Germany, she died April 4, 1869; they had six children, four of whom are living—Catharine, Fred, Nicholas, Lucetta; he has lost two sons—Charles and Michael; they both served in the army, and Charles was killed in battle. Mr. Wunderleich has accumulated what he owns by his own industry. He and Peter Bell are the oldest German settlers in this town.

**NICHOLAS ZIMMER**, farmer, Section 20, P. O. St. Clair, is a native of Germany, and was born in Prussia November 5, 1834. He emigrated with his parents to this country in 1853, and they came to this county the same year, and settled in this town, where they now live; cleared the land and made their farm. Nicholas went up to Lake Superior and was in the copper mines two years, then returned and went in saw mill and was engaged in lumbering until 1865, then came on his farm, and since then has resided here, owns a good farm of 120 acres. He has held the offices of Town Treasurer three years, and Highway Commissioner. He married Miss Margaret Kessler January 17, 1863, she was born in Prussia; they have seven children—Matthias, Barbara, Joseph, John, Charles, Regina, Peter.





## COTTRELLVILLE TOWNSHIP AND MARINE CITY

A reference to the Organic Chapter of the general history points out the organization of this town so early as 1822, with A. Heimbarger as Supervisor. In the general history also appear the names of its pioneer settlers—the Cottrells (Cuttrell's), Woods Browns, etc. The land rises gradually from the river; is fertile, and must be considered among the most agricultural lands of the county; the mists, raining bees from the river, being perhaps the only exception, and this is capable of cultivation. Marine City and Roberts' Landing are the only centers of population in the township. The population in 1845 was 727; in 1854, 1,442; in 1864, 1,930; in 1870, 2,571; and in 1880, 2,904. The equalized valuation is \$600,000, number of farms, 16,011, and number of children of school age, 941.

## EARLY LAND BUYERS

The land buyers on Section 10 were: Sardem Smith in 1832; John Smith in 1833; Reuben Smith, John L. Smith, William Smith, in 1835; Samuel Ward, W. A. Brown in 1836. On Section 11, James and William Brown and Samuel Ward located lands in 1836. Basil Peep and Gabriel Richards located lands on Section 12; William Brown on Section 14 in 1836. J. Wright, J. Brodbridge, D. F. Healy, and Edward Kean in 1836-37, on Section 15. James McIntire, R. Smith, George McIntire, James P. Mills, R. Clark and George Clark on Section 16, in 1836. David Senter, Warner Stewart, Darius Lamson, H. Wilcox, J. Dunlap and D. F. Healy on Section 18, in 1836.

Lands on Section 19 were purchased by A. Westbrook in 1831-32, and Samuel Haywood, Ira Marks and Healy in 1835. Section 20 was entered in 1835-36 by John Cook, Robert Harlow, Phillip Rikert, Mathias Rikert, Isaac F. Vanderbilt, George McIntire, Elsie, Tyer and R. Clark. Nathan Ward, Elliot Gray and George W. Gallagher entered 277 acres on Section 21, in 1835-36. Silas Campbell located on Section 22 in February, 1835. Peter Hart, on Section 27 in 1835; James Phipps, John K. Smith, Abraham Smith, Angus Smith and John R. Smith on Section 28, in 1835-36. Gardin Kimball, C. W. Newhall, Frederick, Thomas A. Beppah, Barker and R. Stewart on Section 29, in 1835-36. Westbrook, Stewart and Dunlap entered Section 30 in 1825-36. Jones and Luce located lands in Section 31 in 1836.

Samuel Ward located eighty acres in Section 2 in 1833; Lewis Charter, William Brown, Jr., in 1834; Thomas Emerson and L. Boardley in 1836. John Foster, Chester Kimball, C. W. Newhall, John Landin, B. H. Norton, Luce and James Dittman on Section 33, in 1834-35. George Preston located on Section 3 in 1834; Elsie, Fish, W. B. Rankin, David F. Hart, Peter Hart in 1835; Joel Turkey, B. U. Sharp, Thomas Emerson and Thomas Finckel in 1836. Aaron G. Peary, G. Kimball, W. H. Drake entered lands on Section 32 in 1835-36. Jacob Warner, Anne Richards, W. A. Brown, S. Ward and Lavin Baldwin located lands on Section 4 in 1836. May Peckham, Jerry Marks, L. Boardley and Brown Walting on Section 5, in 1836. Robert Pringle on Section 6, in 1836. Henry Wilson, James Loomis, Felix M. Williams, on Section 7 in 1836. Dan Wilkins, Dan H. Hathorn, Thomas Lawson, Homer Wilcox, George Clark, Kendrick and Healy on Section 8, in 1836. Henry Cornell, Robert R. McNiff on Section 9, in 1836. Daniel Hart, Jacob Kimball, Lavin A. Taylor, and Emory Jones located on Section 31 in 1833-35. The private claims in this township are known as Nos. 180, 187, 188, 190, 191, 196, 197, 198, 200, 202, 203, 204, 206, 245, 252, 253, 301, 308, 309, 311, 318, 308, and 398. A description of each of these claims is given in the general history of the county.

## FAMOUS MEN

The following historical reminiscences were published in the *Marine City Reporter* in 1881, by a settler who wrote under the *nom de plume*—"One Who Was There:"

I was born in what is now known as the township of Cottrellville the 18th day of October, 1808, on what is now commonly known as the Tom Robertson farm and have never since lost a residence here, and flatter myself that I know something of the history of the township and its incidents. The growth and vicissitude of the settlements along St. Clair River has to me many points of interest, and, I judge, might for some of your readers. At the time of my birth there were but few settlers in this county, the nearest large settlement being Detroit, and that was a mere hamlet. The families of note in this vicinity were Capt. Harrow's, Pascal Potva's that occupied the farm now occupied by O'Leary, and what is now the Roberts farm was occupied by Nicholas Huffmaster and owned by John Grant, a land mogul among the few French settlers at Grasse Point. Samuel Crable occupied what is now the M. Fitzgerald farm. William Thorne, father of Mel Thorne who died at Port Huron, owned and occupied that land now owned by J. J. Sparks and T. Fitzgerald. He died there and is buried underneath the large pear tree that now stands near the bank of the river. A man named Roe lived on what is now the Lumby farm, and the next was the Robertson farm. Our nearest neighbor on the north was Joseph Minne. Then came David Cottrell, William Brown, father of James D. and Charles Brown, George Cottrell, father of the present Capt. George, and John Cottrell, who lived in a log house near the mouth of the creek that empties into St. Clair River near Richard Cottrell's farm. These families formed what was known as the Cottrellville settlement. About a mile north on Belle River was what was known as the Duchene settlement, comprising the families of Duchene, Nichols, Burlenou, Lazo, Gonor and Yax. No one surrounded with the advantages of to-day can understand the hardships endured by these early settlers; farming was the only employment, and this was un lucrative as there were no markets, and our money was our few farm products which soon became interchangeable at small values. Bets on horse-racing would generally be for so many bushels of oats, and it became a matter of interest, especially to the horses, as the horse that was beaten generally went hungry until the new crop was harvested. Imagination cannot picture the miseries brought upon us by the war of 1812. After the cowardly surrender of Hull, the Indians became troublesome, and there was no time for months when we were safe from their depredations. I can distinctly remember of mother hiding us children in the willows and keeping us there for five days, as our lives were endangered. Our family was marked by the British and Indians, for special persecutions on account of the older boys being in the American Army. About this time a terrible tragedy was enacted near Bent's Creek, a few miles south of Port Huron. Five soldiers started from the stockade at Ft. Gratiot for Detroit in a small boat. A company of Indians under Tawas, a half breed, was at this point awaiting them. When the soldiers were nearly opposite, a white flag was raised and the soldiers started for the shore. When near the shore, the Indians fired into the boat, killing instantly four of the five soldiers; the fifth, unhurt, escaped by swimming the river. The Cottrellville settlement then built a stockade for their own protection. It stood upon the Rousseaume farm, but it was never used. Matters became so desperate that every family in the settlement went to Canada and denied the British allegiances for protection. All went except Mrs. Harrow, and she stubbornly held the fort alone. Our family moved to the banks of Little Bear Creek, and occupied an old log house, the most costly piece of furniture being the mud hearth and the oiled paper, substitute for glass. The warmth of our fire would at night attract unwholesome guests. Many times have we in the morning seen black snakes coiled upon the hearth, but they were extremely accommodating, and retired upon the first invitation. This manner of living was continued until the Americans had again taken possession of Detroit, when our family removed to that place, where we stayed until 1815 when we returned to our old settlement. The fine haired young men of to-day would be shocked could they but see the clothes I then wore. Up to the time I was five years old my whole wardrobe, for winter and summer wear, was a tow-sack with a pickering string about the neck and arms, belted down with a string. This was the whole of it, and it was a handy, if not a handsome outfit.

After our return from Detroit, we suffered from our absolute destitution; the soldiers, Indians and seemingly everything worked to our injury, but there was but one way to do—"grin and bear it;" and with all the trouble there was a bright side, and the "company dances" occupied the attention of the settlements through the winter, and he who best "eat a pigeon



wing" was a lion in our little society. One feature of the dance we will give to show Senator Farr the progress society has made in the matter of temperance. Some one of the gentlemen were supposed to furnish a gallon of whisky or a half dollar in its equivalent, and he was the favored partner of the evening, generally designated by a sash pinned on the lapel of his coat by a fair one in recognition of his services toward the pleasure of the evening. About the year 1819, I think, Capt. Samuel Ward came to the township. He built a house of board logs where Dr. Holland's house now stands. It was, indeed, a primitive structure, contained but one partition, and was covered with oak shake. His family at that time consisted of his wife and son Harrison. Soon after Capt. Ward was settled, a brother-in-law by the name of Gallagher came, he being the father of David and John Gallagher. The next year the first boat ever built in the town was placed upon the stocks. It was the little schooner, St. Clair, of about thirty tons burthen. She was built about where the foot of Broadway now is. Gallagher was the master builder and Ward the owner. She was shaped like a small boat, had masts and rudder "cut loose." In this boat Capt. Ward gained his start, peddling groceries, potatoes, whisky, etc., which gave us now all went quite the head of general merchandise. The Captain made some very extensive trips in this little boat, one of which was from Green Bay to New York. This had occupied his attention for about six years. A short time after the St. Clair was built, Henry Robertson, afterward of Algona, and Isaac Pomeroy built the schooner Grampus on Belle River, directly opposite of where Muley's yard is now situated. She was about the same size of the St. Clair. The iron in this boat was taken from a little schooner named the Salem Packet, in which Capt. Ward came from Coneaut, and was a part owner. About 1820, Capt. Ward built a tannery about where Holland's mill now is, a man named Taff run it. It proved a failure, as there was not sufficient business to keep it going; this lasted only about two years, when he took down the tannery and upon the spot now that the brick from which Holland's present store is built. A man named Hoyt about this time came on to the settlement and lived where Dr. Parker now lives, in the first frame house that was ever built in what is now Monroe City. Through Ward's influence at this time a man named Phillips, a clocksmith by trade, moved into the town and built a house on the Deuel lot. This man was one of no mean abilities. He was the inventor of the process of manufacturing cut nails, but was short of the funds he should have derived from the invention, and fled poor and discouraged in Algona. John Stahl also moved into the settlement; he was a shoe-maker and lived near the Ward house in the upper part of the village. He afterward built the frame house on the corner of the Klemons lots, on Main street, that burned down but a few years ago. About this time Alexander St. Bernard built a frame house where V. A. Smith's residence now stands. Capt. Sam was the king of this community, arbitrator of all disputes and so long as he could control, business was quite decent; but he could not, nor would he allow any one else to mismanage a pecuniary affair himself. If he could help it, yet, notwithstanding this, he was socially very agreeable, and always made friends of those he wished to defeat. In about the year 1824, he built the schooner Marshal Nap. She was a seventy-five ton schooner and was the first boat built in Ward's ship yard proper. Her building was supervised by Capt. Church. Ward sailed his own boats and made money fast, as he had a monopoly of the trade. About this time Aunt Emily and her father came and lived in a little log house which stood near where Butterfield's store stands. Aunt Emily at this time taught school, and was therefore the first school teacher that graced our village. Her life before and after this period was one of useful industry, and no family who has resided in this place for any considerable time has what has been the recipient of her kindness and a witness of her unquenchable goodness of heart. The manner in which Capt. Ward paid his carpenters would be scarcely now. The wages averaged about \$1.50 per day, payable half in goods and half in cash in six months. If a man took flour or pork, it was cash, and deducted from his cash account. In this manner but little ready cash was needed, as the carpenters would be obliged to get goods before the cash was due, a collateral feature being that Ward gave his notes for the cash earned by his men, and if they wanted money he would send them to O. H. Thompson, Ward's broker at Detroit, who would shave them unmercifully. Thompson was afterward superseded by Gleason F. Lewis, better known as the Euclid avenue nabob.



I think in the fall of 1834, the schooner Harrison was commenced at Ward's yard. She was a vessel of something over one hundred tons, and was built under the supervision of Capt. Church, a man named Ramsey being foreman. She was not launched until in 1835, and I fitted her out. She was exceedingly long and narrow, and somewhat crank, but she was a good sailer, being the best then on the lakes. Capt. B. F. Owen sailed her, and E. B. Ward was mate. She traded between Chicago, Green Bay, Detroit and Buffalo. E. B. Ward sailed this vessel for some time, and we think this was his first sailing. At this time the settlement where the village now stands had become quite large. Capt. Drulard, Daniel Wilkins, R. R. McNiff, J. C. Brigham, Zeal Ward, Amasa Rust, Nathan Ward and families had moved in, and finding work steady and plenty, they remained. A short time afterward, Joseph Huntoon and Mr. Clark, father of Cheney and Henry Clark, came and soon sent for their families. In 1836, a man named Coe J. Saliers built the house lately moved by Matt Sicken from his lot on Water street to one near his lumber yard. This Saliers was a conundrum that Capt. Ward tried hard to solve, but without success, and so long as he lived here he was a thorn in the old man's side. In 1839, Capt. Ward conceived the idea of building a steamboat, which even to him was a large undertaking, but the hull of the steamer Huron No. 1 was built that year. After the hull was built, Ward had no means to purchase machinery, and the boat lay at the wharf for nearly two years without anything further being done upon her. E. B. Ward then took the matter in hand and in this case he demonstrated a business activity that was at that time astonishing. Soon the little Huron was ready for business, and the Wards never owned a boat that paid a better percentage on the money invested. There cannot be any doubt of the business shrewdness of Capt. Sam Ward, but it is just as evident that in this line he was discounted by his nephew Eber, and would not have amassed the wealth he did had it not been for the stirring qualities of the one who afterward became one of Michigan's most prominent citizens. The Wilkins house was commenced in 1837. An event in the history of this house is worth mentioning. An entertainment was given in the house and quite a number of our prominent citizens took part. J. C. Brigham did the heavy work, in tragedy he was immense, at least we thought so. John Warner and R. R. McNiff supported Brigham in a masterly style, and Reuben Warner, the inimitable, would have taken part, we suppose, if he had been a believer or hadn't been tired. The receipts of the evening was about \$100. Capt. Ward had some time previous to this placed the Huron on the Lake Erie route in opposition to a line of steamers occupied in that trade. He made it so exceedingly lively for them that they bought him off, a condition of the contract was that the Huron should not again be placed on the route: this part of the agreement Ward lived up to, but to be exceedingly fair he immediately built the steamer Champion, and in 1841 placed her on the route in opposition to his old rivals. She was exceedingly fast, and they again bought him off, giving him \$10,000 to leave the route. He then placed the Champion in the Huron's place, running from Chicago to New Buffalo, and brought the Huron down here and run her on the river route. Ward, in 1843, built the steamer Detroit and run her from Detroit to the Sault. He in 1846, sold the Huron to John Gallagher and Eber Ward: they run her from Detroit to Port Huron in opposition to the Erie. It was in this boat that Eber Ward was started and amassed a sufficient amount to fail in good style under the pressure of the late panic, we understand that was the cause of it. In 1848, Gallagher and Ward built the Franklin Moore and used the machinery of the Huron. This or part of the same machinery was placed by D. Lester in the side-wheel tug Wave. In 1848, Capt. Sam Ward built the Sam Ward, an exceedingly fine and in every way a good boat. Previous to the opening of the Sault canal, this steamer was hauled around the rapids. Capt. George Cottrell then sailed her and had charge of the work. She staid upon Lake Superior two or three years and when she was brought down run the rapids, a dangerous experiment to say the least. About this time a company from Ohio moved in and purchased all the land in the village north of Jefferson street, running to Westminster street, they platting that part of the village between the two streets. Gen. Northrup was a head man in this company, and they exerted quite an influence here for awhile, but failing to meet their payments the property soon found its way back into Ward's hands. In 1845, the Oregon was built on Belle River, where the one upon the stocks in Lester's yard now stands. She was owned by John P. Philips and Capt.

Pangborn superintended her building. She was finished superbly and was considered a fine craft. She burned at Chicago in 1849.

John P. Phillips soon after built the high-pressure steamer *America* at Port Huron, William Kelly being his foreman. This boat was not a success and broke Phillips financially. The last I heard of him he was interested in a small mill on Pine River, a small stream emptying into Saginaw Bay, near Kille River. In speaking of William Kelly, we should say that he had been at work in the ship-yards here, and after he was through at Port Huron, returning soon after, married a daughter of Amasa Rust, and he became interested with the Rust family in the lumbering and mercantile business. He proved, as is well known, an excellent business man and accumulated considerable wealth here, and aside from this was a most worthy citizen. Some time previous to this, the Rust boys built the schooner *Vermont*. She was a thirty-ton hooker and a very ungainly looking craft. This was the first boat the Rusts ever owned, and it was an ugly looking start for so much success. Aloney Rust was the principal owner. After they had disposed of the schooner, they built the mill that formerly stood where V. L. Souer's store now stands. They received considerable assistance from Capt. Ward, who furnished them the engine and some other necessities, and allowed them to pay him in sawing. For some time they did nothing but custom work until, through the influence of friends, they procured a tract of pine land on Mill Creek. The Rusts were energetic men in their business, and amassed large fortunes. About twenty five years ago, the machinery was taken out of this mill and taken to Saginaw. Capt. Ward in the meantime had been busy in his ship-yard building some of the finest boats that have ever been built on the lakes, and much nicer than any that are now built. But little attention was paid at that time to freight, the boats being fitted out especially for the passenger trade, and that trade was tremendous at that time. I have seen 800 passengers on the *Oregon*, each of which paid \$18 for the trip from Buffalo to Chicago, and her run through would, including her stops, take about five days. She made money. Ward, in 1849, built the steamer *Atlantic*. She was an elegant boat of 1,100 tons. She was sunk by the propeller *Ogdensburg* in Lake Erie, many lives being lost at the time. Nothing was built to speak of for some time; but in 1851 no less than four side-wheel steamers were built here—the *Arctic*, *Ruby*, *Pearl* and *Caspian*. The *Ruby* was built by Eber Ward in the yard now occupied by D. Lester, Esq., and the others were built by Sam and E. B. Ward in Ward's yard. The *Arctic* was wrecked on Lake Superior in 1860. The *Ruby* was broken up at Saginaw in 1865; the *Pearl* was dismantled in 1869, and the *Caspian* was wrecked at Cleveland in 1852. I should have spoken of the steamer *Pacific*, built by Ward in 1847, under the supervision of Jacob Woolverton. She was of exceedingly fine model and was the fastest boat of her size ever built by Ward. In 1852, the Wards built the steamer *Huron No. 2* and the *Traveler*. Nearly every person of any age can remember these boats, as they were both good boats and run for many years. In 1853, they built the *E. K. Collins* and *Forester*. The engine of the *Collins* was taken out of the steamer *Canada*, a boat that it was alleged Ward got through some sleight of hand performance. The *Collins* burned at Malden in 1854. She was afterward raised, or at least what there was left of her, and called the *Ark*. The engines of the *Ark* afterward went into the steamer *Marine City*. The *Forester* never run on any but the river route and was a remarkably good boat. In 1854, M. B. Kean built the side-wheel *R. R. Elliot*. She was turned into a barge in 1866. Ward, in 1855, built a hull for the *Collins* engine. It was the *Planet*. She was one of the best boats that Ward ever owned, very fortunate and popular. She was dismantled at Manitowac, and part of the old boat can be found in the make-up of the steamer *Northwest*. The same year, Eber Ward built the steamer *Forest Queen*. She, a majority of the time she was in existence, run in the Saginaw trade and was a very successful steamer. Ward built no more until 1858, when the *Gazelle* was begun at Port Huron. She was wrecked in 1860 at Eagle Harbor. In 1859, he built the *Sea Bird*. She was burned in 1868 on Lake Michigan, and in 1860 he built the *Comet* that is now doing good work.

#### THE DIVISION OF COTTRELLVILLE.

The town of Cottrellville embraced the present township of Clay, until the division in May, 1828, previous to which there were two town meetings held in Cottrellville. The people

of Clay, looking forward to the time when a division would be made by common consent, called their district Plainfield. The circumstance which led to the division was, that Capt. Samuel Ward, one of the early settlers of the county, a prominent business man, a good neighbor, and an earnest politician, with whom a compromise was impossible, made a series of nominations of town officers to be voted for in April, 1828. Learning that the people of Clay were opposed to his selections, he determined to ignore their vote, on the plea that they were residents of Plainfield and had no voting privileges in Cottrellville at the town meeting. The Clayites met in John K. Smith's office, resolved to vote in Cottrellville, and if their votes were rejected to return and hold an election of their own. At an early hour on town meeting day, the Clayites appeared at the poll; but only to learn that their votes could not be received, upon which they returned to Mr. Smith's and there elected a full set of town officers. Before separating, a petition was drawn up and signed, asking the Legislative Council to legalize the act of the people and to establish the boundaries of their new township. At this time Judge Bunce was representing the district in the Territorial Council, and through him the petition was presented. The Judge claimed immediate consideration for a bill to relieve the electors of Clay, which bill was passed and received *ex ap.* May 28, 1828. It is said that Capt. Ward did not relish the division of Cottrellville, for at that time there were more voters in Clay than in the old town. He could not but look with a jealous eye on the dispatch used by Judge Bunce in the Council, and consequently became the first and most bitter political enemy of the Judge.

#### SUPERVISORS.

John S. Fish, 1827; Amasa Hemminger, 1828; George Cottrell, 1829-30; Amasa Hemminger, 1831; Samuel Ward, 1832-33; David Cottrell, 1834-37; Commissioners Board, 1838-41; David Cottrell, 1842-45; Zael Ward, 1846; Sol. Gardner, 1847; David Cottrell, 1848-54; Aloney Rust, 1855; David Cottrell, 1856; William F. Chipman, 1857-60; Samuel Roberts, 1861; William F. Chipman, 1862; Samuel Roberts, 1863; William F. Chipman, 1864-65; V. A. Saph, 1866; N. S. Boynton, 1867; David Cottrell, 1868; Samuel Roberts, 1869; B. S. Horton, 1870-71; V. A. Saph, 1872-73; P. J. Kean, 1874-75; C. A. Blood, 1876-82.

#### JUSTICES OF THE PEACE

John P. Phillips, 1837; Dathan Northrup, 1838; Henry A. Caswell, 1839; Samuel Hayward, 1839; David Cottrell, 1840; John P. Phillips, 1841; Zael Ward, 1842; Reuben Smith, 1843; Solomon Gardner, 1843; David Cottrell, 1844; John Button, 1845; Solomon Gardner, 1846; Reuben Smith, 1847; T. C. Owen, 1848; David Cottrell, 1848; Reuben Warner, 1849; David O'Dell, 1850; Frederick H. Blood, 1851; D. Cottrell, 1852; Daniel F. Hart, 1853; D. D. O'Dell, 1854; A. Gilchrist, 1856; Joseph Rickerson, 1857; William Duncan, 1857; D. F. Hart, 1857; David Lester, 1858; William Duncan, 1859; James Bushnell, 1860; William A. Cottrell, 1860; Jacob H. Randall, 1861; D. F. Hart, 1861; D. Lester, 1862; S. Roberts, 1862; N. Fraser, 1862; V. A. Saph, 1863; George Langell, 1864; Daniel F. Hart, 1865; Sylvester Donaldson, 1866; V. A. Saph, 1867; James Rickerson, 1867; Eph. H. Butler, 1868; Krider Peter, 1869; Ramel Bell, 1870; Sylvester Donaldson, 1871-74; E. H. Butler, 1874; R. R. McNiff, 1872-73; W. B. Morley, 1875; James Stephenson, 1876; T. E. Butler, 1877; S. Donaldson, 1878; J. A. Wonsey, 1879; Nelson Woodworth, 1880; Albert Stephenson, 1881; Truman Butler, 1881; F. C. Blood, 1882.

The Republican ticket was elected in 1882, as follows: Supervisor—C. A. Blood; Township Clerk—E. T. Huntoon; Treasurer—W. S. Roberts; Justice of the Peace—F. C. Blood; Highway Commissioner—R. Folkerts; Drain Commissioner—J. D. Hill; School Inspector—One year, E. M. Clark; two years, R. Baird; Constables—I. G. Marks, William Shortie, J. Bennett and E. Frank.

The township of Cottrellville voted in April, 1882, to bond itself for \$8,000 for the purpose of stoning or macadamizing the lower marsh road from the lower bridge to Smith's corner. Heretofore all efforts to this effect proved fruitless.

The persons liable to pay State tax in Cottrellville Township January 1, 1837, were Amasa Hemminger, Fulger & Bellamy, Phillips, Robertson, and Miles, and Samuel Hayward, all



traders. Henry Cottrell, Louis Chortier, Philander Rice, H. A. Caswell and William Brown, tavern-keepers, and Cole G. Salyer, grocer.

Robert's Landing is the name of a small settlement or postal village of Cottrellville Township, about twelve miles below St. Clair City, and three north of the old village of Algonac. The manufacture of handles at this point was carried on extensively by W. C. and W. S. Roberts. This, with the fishing business, furnished the main industries of the locality.

#### VILLAGE OF MARINE CITY.

The village of Marine was incorporated under authority of the Legislative Act, approved March 21, 1865. The election of village officers took place April 3, 1865, resulting as follows: D. Lester, President; William Kelly, Clerk; A. B. Clough, Treasurer; Aloney Rust and B. S. Horton, Assessors; D. H. Westcott, George H. Cottrell and W. T. Chipman, Street Commissioners; William Pringle and Aaron G. Westbrook, Fire Wardens; D. Westcott, Poundmaster; B. S. Horton, W. T. Chipman, J. W. Backus, D. H. Westcott, Alexander Gilchrist, D. Gallaher, Trustees. The inspectors of this charter election were D. Lester, I. Wilkins, and A. B. Clough, with Isaac Wilkins, Clerk. B. S. Horton was appointed Clerk on April 13, and J. W. Backus, Fire Warden, to fill vacancy.

The village records from 1866 to 1876, cannot be found at date of writing. In 1867, Valentine A. Saph was elected President, and in 1871, D. Lester.

1876—President, L. B. Parker; Trustees, G. Francis, R. Holland, G. Koenig, W. B. Morley, J. C. Durling and A. McElroy.

1877—President, Gregory Francis; Trustees, G. Koenig, V. L. Souer, F. Hart, A. B. Clough, W. B. Morley, George King, A. McElroy.

1878—President, A. B. Clough; Trustees, Volma, Woodworth, Hart, Bennett, Francis, Souer.

1879—President, W. B. Morley; Trustees, S. Duff, J. Bernetz, J. Dornoff.

1880—President, Frank Hart; Trustees, H. Koebel, W. Jones, N. Staley, G. S. Donohue.

1881—President, Robert Holland; Trustees, J. Woods, W. Anderson, J. Dornoff.

1882—President, Valentine Saph; Trustees, J. Robertson, N. Staley, Dr. R. B. Baird, W. B. Morley, J. Woods, W. S. Roberts, Clerk, C. H. Saph; Marshal, H. G. Street; Assessor, C. A. Blood; Engineer, George Hornbuckle; Chief of Fire Department, Dr. L. B. Parker.

#### THE VILLAGE RE-CHARTERED

The rechartering of Marine City, in 1879, provided for holding the annual meeting on the second Monday of March instead of the first Tuesday of that month, as was formerly the custom. A bill containing this and other provisions was brought forward by Senator McElroy February 17, 1879, which passed both branches of the Legislature March 6, and was approved May 3, 1879, substantially as follows: "The People of the State of Michigan enact, That all that tract of country in the county of St. Clair in the State of Michigan, described as follows, to wit: Commencing at the northwest corner of fractional section number six, in Township 3 North of Range number 17 East, at the northeast corner of said township on the margin of St. Clair River, thence west, on the north line of said township to the center of Belle River; thence southeasterly down the center of said river to the junction of Belle River and St. Clair River; thence northeasterly up the west channel bank of the St. Clair River to the place of beginning, be and the same hereby is re-incorporated under the name and title of the village of Marine City.

"The officers in said village now in office shall continue in office with the same powers; and shall perform the same duties as are conferred by this act upon like officers, until their successors shall be elected and qualified to enter upon the duties of their respective offices, pursuant to the provisions of this act and the general law relating to villages, entitled 'An act granting and defining the powers and duties of incorporated villages,' approved April 1, 1875.

"All ordinances, by-laws, orders and resolutions of said village shall continue in force until modified or repealed.

"The first election under this act shall be held on the second Monday in March, 1880, at

the village hall, in said village of Marine City. Notice of the time and place of holding said election shall be given in the same manner as is provided in section four of chapter three of said general law relating to villages above mentioned, and the manner of conducting said election shall be the same as provided in said act.

"Said village of Marine City is hereby made subject to the general law, entitled 'An act granting and defining the powers and duties of incorporated villages,' approved April 1, 1875, and shall possess all the powers and be subject to all of the duties and liabilities of said act.

"The said village of Marine City as re-incorporated, shall own and possess all of the property and rights of whatever kind or nature, and be subject to all of the liabilities and obligations of the said village as heretofore incorporated."

#### SALT WELL.

The Marine City salt well was bored to a depth of 1,748 feet, July 22, 1882. The boring of this well originated in the belief that there were large quantities of brine or salt beneath the Marine City stave company. Thinking that the manufacture of salt would work well in connection with the manufacture of staves and heading, on account of refuse and cheap fuel, barrels, excellent shipping facilities, etc., decided to sink a salt well, and now their most sanguine expectations have been met and they have a well second to none in the country, and unquestionably the best in Michigan. At a depth of about 750 feet, brine was found, after which a splendid quality of mineral water (some of which has been preserved) similar and equal to the Mt. Clemens and St. Clair waters. At a depth of 850 feet, something rare in the shape of sulphur, in hard, clear chunks, was pumped from the well. Since 900 to 1,000 feet were reached, the nature of the stratas were hard, mostly lime rock, and probably dry. At 1,633 feet, there were indications of salt, and dry chippings of the rock were brought up. From that time until the present depth, 1,748 feet, the grindings pumped out were pure as salt.

#### NEWSPAPERS.

The first newspaper published at Marine City was the *Gazette*, in 1874, with P. D. Bissell, now of St. Ignace, editor. The *Marine City Express* was published by the St. Clair *Republican*. The *Reporter* was founded by Messrs. Blood & Huntoon. In December, 1881, the office passed into the hands of W. N. Miller, formerly of the Mount Clemens *Republican*, by whom it has since been conducted. A reference is made to these newspapers in the general history.

#### THE UNION SCHOOL.

The schoolhouse was built in 1870; \$15 000. The first Principal was George R. Whitmore. The building is 60 feet in length by 55 feet in breadth, with a total elevation from the ground to cupola of 77 feet. It is three stories high, the first story being 12 feet from floor to ceiling, the second fourteen feet, and the third sixteen feet. The edifice is built in the form of the Greek cross, from designs by Hon. Benjamin S. Horton, and the drawings reflect credit upon that gentleman's skill as an architect. The mason work was performed by Stephen Mitig, of St. Clair, and the joiner work by George Langell, of Marine City.

#### RELIGIOUS HISTORY.

The first church built in St. Clair County was the Catholic Church at Cottrellville, and was erected while Michigan was a Territory. It was situated on the Cottrell farm, two miles below Marine City, on the St. Clair River, but was torn down, or washed away by the river many years ago. The Catholic Church of Marine City was built in 1849, and was originally a very small and plain edifice, 60 feet in length by 35 feet in width. In 1864, the building was enlarged by adding 17 feet to the front and a new steeple built over the addition. In 1866, the building was again enlarged, the addition being two wings, one on each side, and an extension of the main building to the rear, the edifice now being cruciform. The building is now, as before, 35 feet in width, except at the arms of the cross, where it is seventy-five feet, and the entire length is 112 feet. The congregation now numbers 180 families, the principal nationalities being French (American and Canadian), Irish and German. The affairs of the

church are in a prosperous condition, and the educational facilities in connection has given considerable impetus and influence to this denomination. The bell was blessed February 15, 1870.

*Catholic Church.* -- In the history of the church at Port Huron, the early history of the church at Marine City is given. In 1855, Rev. Father Werthe became first resident pastor of Marine City, and was at the same time appointed pastor of the church at St. Clair. He built the house of worship in the village. Rev. Father Francis succeeded him in the pastorate. Rev. Mr. Lambert, now of New Baltimore, succeeded Father Francis, and under his direction the church building was enlarged, a Catholic school and parsonage erected, and other improvements made at an aggregate cost of \$12,000. In 1874, Father Lambert resigned the charge, when Rev. F. Van Straelen was appointed.

Rev. Joseph Medar took charge of the parish of Holy Cross December 8, 1881, and is the present pastor. The congregation of Marine City is 250 families, or about 1,200.

St. Joseph's School, the first Catholic school in the county, is in connection with the Church of the Holy Cross. Its location is four and one-half miles northwest of Marine City.

The school of Marine City is conducted by the Sisters of the Immaculate Conception.

*Methodist Episcopal Church.* -- Every effort was made to obtain a look into the old records of the society, but without success. They could not be found. However, the following roll of pastors who served the church since 1861 was made out from recollection of members and present records: Rev. Arthur Edwards, 1861; Rev. R. S. Parthington, 1861; Rev. George W. Lowe, 1863; Rev. James Vining, 1865; Rev. Irving House, supply; Rev. H. Mentse, German Methodist Episcopal Church; Rev. W. Hagadorne, 1867; John Lexington, 1869; Rev. C. Anderson, 1869; C. C. Lee, 1870; J. E. Whalen, 1871; E. Pearman, 1872; U. S. Steadman, 1873; Rev. D. W. Misner, 1874; Rev. A. B. Wood, 1876; Rev. J. S. Joslin, 1877; Rev. J. E. Whalen, 1879; Rev. Jacob Horton, 1881.

The old church on Elizabeth street was repaired in 1882, at a cost of about \$3,500. It was built twenty-seven years ago. The number of members is seventy-five. The Sunday school claims seventy scholars.

*St. Martin's German Evangelical Lutheran Church* of Marine City was organized in the fall of 1857 by Rev. Christian Bauer. Previously Rev. Prof. S. Fritchel, of Detroit, grouped the scattered members together, and to him may be credited the formation of the first society. At that time services were held in private residences and schoolhouses. In 1862, the first church building was erected on the site of the present church, and dedicated July 20, same year. Mr. Bauer was succeeded by Rev. Conrad Ide, June 10, 1861. In 1868, July 4, Rev. John Graening assumed pastoral charge and remains pastor up to the present time.

The old church was sold to C. A. Blood, in April, 1881, and the foundation of the new church begun in September, 1881. The cost of this new building was \$14,400. It is constructed of wood, with brick veneer, gothic in style, with tower and spire 100 feet high. It was built from plans by J. C. Kanneier, of Fort Gratiot, under the supervision of the pastor. The size of the building is 60x36 feet and 30 feet to the ceiling, or 40 feet to apex of roof. Its dedication took place November 5, 1882.

The German Evangelical School was taught in the old church until 1881, when the new school, just west of the church was erected, at a cost of \$500, including lot. The number of pupils shows an average of fifty. The school is supported by the members of the church, and conducted by Rev. Mr. Graening.

The parsonage was built in 1866, at a cost of \$950. It is situated between the church and school. The number of the congregation approximates 225.

*St. Mark's Episcopal Church* of Marine City was organized in 1863, by Rev. Joseph B. Pritchard, who had charge of the mission at this point, December 14, 1862. The church edifice was erected in 1866 at a cost of \$3,000. The property is now valued at \$5,000. It is a frame building, gothic in style, and situated at the corner of Main street. The original members were: Mrs. Jane Rust, Alona Rust, William Rust, Mary Rust, John H. Rust, A. B. Clough and Mrs. Clough, B. L. Horton, wife and family, D. H. Wescott, wife and family, John Pringle and family, Joseph Luff and family, John McCann, W. Dixon and family. The pastors



since Mr. Prichard's time were, Revs. D. H. Lovejoy, G. M. Skinner, Messrs. Smith and Thorpe. Rev. A. B. Flower has been pastor since October, 1875. The congregation averages about seventy-five. Sunday school, sixty-five scholars.

*K. of P., Fortress Lodge*, Marine City, is governed by the following named officers: W. H. Scott, P. C.; J. A. Ward, C. C.; W. F. Sanber, V. C.; A. B. Flower, Prelate; A. B. Scott, K. of R. S.; I. C. Lester, M. of E.; O. Dandell, M. of F.

*Sam Ward Lodge*, No. 62, F. & A. M., Marine City, was chartered about forty years ago. Among the charter members were: Sam Ward, D. D. Odell, James Grunmond, James Forsyth, B. F. Owens, W. A. Bacon, L. B. Parker, Alona Rust, James P. Hagerman, and perhaps one or two others. The present officers are Richard Cottrell, W. M.; T. A. Walker, S. W.; J. C. Durling, J. W.; J. F. Widows, Secretary; Frank Hart, Treasurer; Alfred Brodbridge, I. G.; William Baker, O. G.; A. Shepard, Chaplain.

*The People's Club* was organized in November, 1882, with forty-four members. The following officers were elected: Dr. T. McDonough, President; Albert H. Cottrell, Treasurer; R. McNeil, Secretary.

*St. Michael's Benevolent Society* of Marine City, adopted articles of association February 25, 1876.

#### CENTENNIAL YEAR.

The observance of the 100th anniversary of the Government was carried out at Marine City with every manifestation of joy. The *Gazette*, in describing the observance, says: "Usually the early hours of night see the streets deserted, save here and there some gay roysterers returning homeward from the 'social,' but Centennial night was an exception. Everybody seemed resolved into a committee of one to welcome the coming of the New Year and the one hundredth anniversary of this country. The gamins were out in tremendous force equipped with pans, oyster cans, fish-horns, and other appalling instruments, and paraded the town, making a most horrible din. They serenaded any house where they could discover a light, and in many instances were invited in and treated to cider and apples, most people accepting the situation with very good grace. The youngsters had plenty of fun for themselves and considerable was left over for older heads. The Centennial arrived in portions of Marine at 11:30 o'clock; in other portions at different times according as different time pieces denoted the hour of 12. The guns of the minutemen cracked here and there, the cannon roared, anvils belled, the gamins shook up the cow bells and beat their oyster cans, the church bells clamored most loudly and prolongedly, men hurraed until they were hoarse, and then hurraed some more, until all Sombra rubbed its eyes and wondered if an insurrection had broken out in its neighbor's limits.

"The morning dawned clear, and it soon became much warmer than many a July day. As if to welcome the joyful anniversary, Nature afforded us a glorious day, and to relieve the heat, sent a lively southern breeze. Soon great activity was noticed in the shipping, and ere long nearly every boat in Marine's grand merchant navy was decked in holiday attire, flinging to the breeze streamers, stars and stripes, ensigns, and every inch of colors possible.

"The example of the T. & S. T. Co.'s line of boats was contagious: up ran the American flag from house top, hotel, stores, and private residences, all over the town, and a shout answered shout as flag after flag proudly rose into view: to the glad shouts along the river, Joe Souer sent back a ringing huzzah from the mast-head of the Marine City, in Belle River, when reefing her halyards, and soon her colors waved and nodded to the splendid line of craft and hunting on the St. Clair. In an hour's time the town was girt with flags from the Spademan, by the way of Catholic point, to Broadway bridge, full two miles in distance, and the beauty of the scene no pen can describe. How the heart quickened into new life, swelled in pride and beat with joy at the glorious spectacle! Each resident of Marine then felt that no town of equal size in Christendom could half match the display, and that despite the combative dispositions of some, Marine's citizens were a unit for their town and country. Capt. Gordon, of the Blood, said the view from Recor's was superb, and something he had never seen equaled in his life, nor expected to again witness. Many went to the head of the island and to Sombra

to gain better views of the beautiful sight, and all united in the opinion that Marine had achieved herself with glory—that such a sight was reserved for man to see but once.”

The Marine City fleet of that year, referred to in the following table, conveys some idea of the immense ship-building trade.

## SHIPPING INTERESTS

The name, number of crew and tonnage in round numbers of each craft comprising the immense fleet in quarters at this port during the Centennial Year, gleaned from returns made by C. A. Blood, Customs Collector, are as follows:

Propellers—William Cowie, tonnage, 208; crew, 12; Abercorn, tonnage, 261; crew, 14; Mary Mills, tonnage, 244; crew, 10; D. W. Powers, tonnage, 363; crew, 14; N. K. Fairbank, tonnage, 980; crew, 15; Tempest, tonnage, 412; crew, 14; V. H. Ketchum, tonnage, 1,999; crew, 17; P. H. Birkhead, tonnage, 569; crew, 14; Gladys, tonnage, 337; crew, 7; D. F. Rose, tonnage, 258; crew, 12; Bag City, tonnage, 263; crew, 12; H. D. Collinberry, tonnage, 650; crew, 16; Germania, tonnage, 261; crew, 12; George King, tonnage, 532; crew, 15; Porter Chamberlain, tonnage, 257; crew, 12; Mary Pringle, tonnage, 294; crew, 11; R. H. Holland, tonnage, 533; crew, 14.

Barges—Katie Brainard, tonnage, 413; crew, 6; Troy, tonnage, 486; crew, 7; Dayton, tonnage, 463; crew, 7; Marine City, tonnage, 337; crew, 6; Buckeye State, tonnage, 518; crew, 5; D. K. Clint, tonnage, 471; crew, 7; C. G. King, tonnage, 363; crew, 7; A. Goldhart, tonnage, 354; crew, 7; J. H. Rutter, tonnage, 1,224; crew, 9; Taylor, tonnage, 298; crew, 4; C. L. Young, tonnage, 382; crew, 5; C. H. Weeks, tonnage, 324; crew, 6; Charles Spademan, tonnage, 306; crew, 7.

Scows—St. Joseph, tonnage, 165; crew, 4; Canadian, tonnage, 17; crew, 3; C. J. Scott, tonnage, 13; crew, 2. Total tonnage, 14,156; crew, 308.

The tonnage here given was increased 95 tons when the Carrie H. Blood laid up, making a grand total of 14,252 tons. The Venjee and Transport, also owned here, were laid up in Toledo. The value of this fleet cannot fall short of \$800,000. Its probable cost, now, was about \$1,000,000. Marine City capitalists also own stock in the R. N. Rice and Northwest, steamers plying between Detroit and Cleveland; in the Escambia & Lake Michigan line; in the Star line and steamer Marine City. The actual list of steamboats and propellers built at Marine City previous to 1871 is given in the history of navigation.

## THE MARINE CITY STAVE COMPANY

The Marine City Stave Company was incorporated December 14, 1874, with C. McElroy, John Batten, William Jones, Hiram Chambers and Jacob McElroy, proprietors. The capital stock was \$200,000, of which \$80,000 were paid in at date of organization.

The actual organization of the company took place January 12, 1875, when Crockett McElroy, Henry C. French, James F. Buffum, O. C. Thompson and John Batten.

The present directors are the same as mentioned in report of January, 1881. The office is connected by telephone with Toledo, and many points in Michigan.

The last annual meeting of the Stave Company, held January 9, 1884, resulted in the election of James F. Buffum, of Detroit, Henry C. French, of Buffalo, C. McElroy, of St. Clair, Andrew McElroy and Frank McElroy, of Marine City, Directors. The officers elected were C. McElroy, President; Frank McElroy, Secretary and Treasurer. The Secretary's report shows that 12,939,749 staves and 441,025 sets or 17,241 bids heading were manufactured against 10,327,110 staves and 359,687 sets heading manufactured in 1881. There were shipped in 1882, 12,290,449 staves and 412,900 sets of heading. 1,249,500 feet of elm logs and 12,367 cords of bolts were bought against 3,628,992 feet of elm logs and 2,817 cords of bolts last year. The amount paid out by the company during the year for material and labor was \$87,922.37.

## BIOGRAPHICAL SKETCHES

ALONZO ARNOLD, marine engineer and Carpenter, Station C. P. O. Marine City, is a native of St. Clair County and was born in the town of Carrollville, December 31, 1848. He began sailing on the lakes and lake was only thirteen years old, on the tug Wave. Since 1865 he has held the position of marine engineer and has run on the barge Trader, tug Ontario, the J. S. Estabrook and the V. H. Ketchum. His service on the



Ketchum for the past seven years. He owns a good farm of 120 acres, where he now lives. In 1872, in Marine City, he married Miss Emma Bean, a native of Marysville, this county. They have four children—May, Myrtle, Ivy and Emma.

ROBERT B. BAIRD, physician and surgeon, is a native of St. Clair County and was born in the town of East China May 31, 1856. His parents, Henry and Elizabeth Baird, came to this county in 1827, and were among the earliest settlers. They located on Belle River and lived there until two years prior to his death, which occurred in Port Huron January 21, 1877. His wife and two sons survive. Dr. R. B. Baird, the youngest son, was brought up and attended school in this county, studied medicine and graduated at the Detroit Medical College March 5, 1878, and since then has successfully practiced his profession here. He has served as member of the Council, and at the recent election was elected President of the village. Dr. Baird was married April 12, 1882, to Miss Feodore H. Cornell, of St. Clair, this county.

SIMON M. BAKER, planing mill and manufacturer of sash, doors and blinds, is a native of Oswego, N. Y., and was born October 5, 1835. His parents removed to Canada in 1838, and he lived there until he was twelve years of age and then came to this side of the river. He afterward engaged in sailing for twelve or fourteen years. He sailed master of the *Lady Jane*, the *T. G. Scott* and the *Eugene*, and owned and sailed master of the *E. J. Sexton*. In 1860, he came to Marine and engaged in wagon and carriage making, and continued in the business about ten years, then established his present business and has since, with the exception of a short time, has been engaged in manufacturing sash, blinds, doors, mouldings and contracting and building, and is the oldest in the business here. In 1853, he married Miss Beulah Blanchard, a native of this place. They have seven sons and three daughters—Roland G., Wellington, Calvin A., George W., Franklin, Burlington, William A., Lydia A., Cora E., Carrie A.

CAPT. HENRY BALFOUR, is a native of Scotland, and was born in Dundee February 23, 1840. He came with his parents to the United States and they settled in this county. He began sailing in 1859 on the *Mary Collins*, of Ashtabula. During the war he served in the navy on the gun boat *Siren*, in the Mississippi Squadron. After the war returned home, and has sailed master the "Forrester," "Mary Stockton," the "Leader," the "Hattie," "George W. Bissell," and for the past four years has sailed master of the "Buck Eye State." In 1862, he married Miss Maria Caswell, a native of this place; they have five children—Frances, Catharine, Mary, William, Robert.

MARK D. BILLINGS, Superintendent Public Schools, is a native of Michian and was born in Lapeer County October 11, 1859. He attended school there, and before reaching his majority engaged in teaching in that county. In 1882, he came to Marine City and took charge of the schools here. He married Miss Lucie Halle, November 13, 1879. She is a native of Lapeer County, Mich.

C. E. BLOOD, with firm of Blood & Hart, is a native of St. Clair County and was born here at Marine City. His father, Calvin Blood, came here in 1845, and his mother, Alice (Wilkins) Blood, in 1835. He was brought up and attended school here, and studied telegraphing. He had charge of the telegraph office here. Entered his father's store, and for the past six years has been with the firm of Blood & Hart. He has held the office of Township Treasurer, and now holds office of Treasurer of Marine City. In October, 1878, he married Miss Mate E. Dann, of this place, at Star Island. They have two children—Susie Belle and Carrie Alice.

CALVIN A. BLOOD, capitalist, is a native of the State of Vermont, and was born in the town of Essex, Chittenden County, November 13, 1824. He attended the common school and learned the trade of carpenter and joiner. When eighteen years of age, went to Ohio and remained there two years, and in July, 1845, came to this county and settled at Marine City and began working at his trade, and was for many years engaged in building houses and boats, and erected many of the best buildings and residences. In 1857, he engaged in mercantile trade, and carried on the business for many years, and his sons and son-in-law, Messrs. Blood & Hart, now carry on the business established by him over a quarter of a century ago. In 1880, he was elected representative to the State Legislature, and has held town and school offices. When he began life he had nothing, and his success is the result of his own efforts. He is interested in real estate, vessel property and loaning money. Mr. Blood married Miss Alice L. Wilkins May 23, 1849. She is a native of Vermont and came here with her parents in 1835. They have six children—Mary C. (now Mrs. Frank Hart), Charles E. and Frederick C. (in business here), Carrie H. (now Mrs. Hubbard), Calvin P. (living in Cleveland) and Joseph G. at home.

FRED. C. BLOOD, Deputy Collector of Customs, is a son of Hon. Calvin A. and Alice Wilkins Blood, and was born at Marine City March 16, 1856. After attending school here he entered his father's store, and since then has been with the firm of Blood & Hart. In 1879, upon the resignation of his father, he was appointed Deputy Collector of Customs, and since then has held that position. In 1876, Mr. Blood married Miss Maggie M. Libby, of this place. She died in 1877, leaving one daughter—Maggie. In January, 1882, he married Miss Frances Robertson, a native of this county. They have one son—Clarence.

AUGUSTUS BREUER, tanner, manufacturer and dealer in boots and shoes, was born in Prussia, Germany, July 10, 1828. He emigrated to this country in 1853, and came to Detroit. Lived there one year, and then went to New Baltimore and remained there eleven years. In 1866, he came to Marine City. The following year he engaged in the tanning business, and since then, for the past seventeen years, has successfully carried on the business here. In 1862, he married Miss Johanna Brosius. She is also a native of Prussia, Germany. Francis Breuer, who is interested with his brother in business, was born in Prussia August 25, 1836. He came to this country in 1854, and came to this State and lived in New Baltimore until 1866; then came to Marine City, and since then has been engaged with his brother in the tanning business here. In 1841, he married Anna Felgenhauer, a native of Germany. They have two children—Augustus and Clara.

JOHN J. BRITZ, farmer, Section 16, P. O. Marine City, is a native of Germany, and was born in Prussia December 15, 1820. He emigrated to this country in 1847, and came to this county the same year, and settled on the first land just below Marine City, bought land and lived there five years. He then bought eighty acres here and cleared it and made his farm, and since then has lived here engaged in farming. He owns 120 acres



grand. In 1846, he married Mary Christina Secken. She was born in Prussia. They have eight sons and one daughter—Jacob, Mathew, Louis, Joseph, Michael, August, Peter, John and Mary E.

**CHARLES H. BROWN**, farmer, Private Claim 308, P. O. Marine City, is a son of William and Martha Thorn Brown. He was born in Detroit June 22, 1784, and she was born in the town of Cottrellville, January 30, 1786. They were married in 1806, and soon after moved to Canada, bought land of the Indians, and settled in the town of Moore. When Proctor issued his proclamation that all living in Canada must take the oath of allegiance, he and his brother came to Wayne County and helped build the stockade and fort; then went to Macomb County and worked the Clemens Farm, where Mt. Clemens is now located. Was there one year. He then came to this county, and bought a farm one mile below Marine City, and moved there in April, 1816. He was one of the earliest settlers of the county. Uncle Billy Brown was well known all along the river, and was noted for his hospitality. His wife died November 10, 1846, and he died December 26, 1874, at the age of ninety years, leaving four children. Charles H., the youngest of nine children, was born in this town on the farm where he now lives February 20, 1826. His boyhood was spent on the farm, and, except a few seasons sailing, he has been engaged in farming. He owns the homestead farm on the river, and has lived here fifty-seven years. He held the office of Deputy Sheriff three terms. He was married April 25, 1848, to Miss Eleanor McGregor. She is a native of Vermont. Her parents came to this county in 1840.

**JAMES D. BROWN**, a farmer near Marine, was born in Canada March 28, 1813. His parents were William and Martha Thorn Brown. His father was born in Detroit June 22, 1784, and his mother was a native of the town of Cottrellville, and was born one year later. They were married in 1806, and soon after moved across the river into Canada and bought land of the Indians, and settled in what is now the town of Moore. They remained there until Gen. Proctor issued his proclamation, requiring all settlers to take the oath of allegiance to the laws of Great Britain, when he and his two brothers-in-law moved away to Wayne County in this State, and he helped build the stockade fort. He then moved to Macomb County and worked the farm of Judge Clemens, where Mt. Clemens is now located, for one year. The following year he bought land one mile below Marine City, and removed there in April, 1816, and was about the first settler on the river in this county. His wife died in 1846, and he lived on the place where he first settled until his death, which occurred December 26, 1874. Four children survive them—Mrs. Nancy Brakeman, James D. Brown, Mrs. Martha J. Cole and Charles H. Brown, all living in this county, except Mrs. Cole, who lives in Wisconsin. James D., the eldest son, came with his parents to this county when only three years of age. During his early boyhood, his companions were mostly French and Indian boys. He used to carry his bow and arrows, and was as skillful in their use as his Indian comrades. He acquired the Indian and French languages, and is still familiar with both. When only fifteen years of age, he went to the Au Sable as interpreter; was there seven months, and while there, by acts of kindness, secured the favor of the wife of the Indian chief. She offered and insisted that he should take her sister for a wife. He did not fully appreciate the kind offer and so declined it. In 1855, he bought the land where he now lives, cleared it and made it his home, and since then has resided here. He has seen 3,000 Indians pass his farm on the river in one day. He saw the first steamboat that passed up the river St. Clair—the Walk-in-the-Water. Mr. Brown was educated a Democrat; he has never missed an election or a town meeting. He held the office of Deputy Collector of Customs four years, under Polk's administration, and has held county and township offices. In 1835, Mr. Brown was married to Miss Emily Hutchins, a native of Ohio. She died in 1850. Four children survive—Harriet, now Mrs. Mitchell; William H. Brown, Captain on the lakes; Charles T. Brown, Captain on the lakes, living in Muskegon; Martin V., merchant in Marine City. Mr. Brown's present wife is Ellen McAuly, a native of Scotland. Mr. Brown never drank a glass of ardent spirits in his life, very seldom a glass of beer; nor does he drink tea or coffee, but cold water with his food.

**MARTIN V. BROWN**, dealer in groceries, provisions, crockery, and glass ware, is a son of James D. Brown, one of the oldest living settlers in St. Clair County, and was born on his father's farm, adjoining this village, August 11, 1844. Was brought up and attended school here, and after reaching manhood engaged in sailing and farming for some years. In the spring of 1881, he established his present business, and has built up a good trade. In 1870, he married Miss Mary J. Hawthorne, of Oakland County, Mich. They have three children—Cora, Eddie and Arthur.

**CAPTAIN WM. H. BROWN**, is a son of James D. Brown, one of the oldest living settlers of the county. He was born only half a mile below town, February 12th, 1838. Upon reaching manhood, began sailing, in 1858, on the scow Forest. In 1864, sailed master of the steamer Susan Ward. He has sailed the steam barge Selina and the Michael Groh, propeller Evergreen City, the Lake Breeze, the Dunlap and the P. H. Birkhead, the Cleveland, Porter Chamberlain and C. H. Green. In 1861, he married Miss Celestia A. Bennett, a native of Marine City. They have five children—Florence M., Charles H., Hattie A., Bertha C. and William C.

**TRUMAN E. BUTLER**, farmer, Section 20, P. O. Starville, is a son of E. H. Butler and Lucy E. Warner, and was born in the State of Vermont July 8, 1832. He came with his parents to this county in 1844. He worked in the mills until he was twenty-three years old, and since then engaged in farming and owns sixty-six acres of land. Has held the office of Deputy Sheriff, Commissioner of Highways, and has held various school offices for many years. Is now Justice of the Peace. In 1854, he married Miss Sarah Greene, a native of the town of China. They have six children—George A., Warren H., Arthur T., Merlin J., Annie, Ada.

**MRS. LUCY WARNER BUTLER**, Section 20, P. O. Starville, whose maiden name was Warner, is a native of Vermont. She was married July 8, 1832, to E. H. Butler, a native of that State. They came to Michigan in 1844, and settled in this county at Marine City, lived there three years; then bought the land where Mrs. Butler now lives, and came out here and cleared it and made his farm and engaged in farming. He was also engaged in selling trees, and was agent of insurance companies. Held the office of Justice of the Peace. He lived here until his death, April 14, 1877. He left six children—Truman E., living in this town; Reuben W., also living in this town; Lucy A., now Mrs. Marks; Edwin F., living in Detroit; Jed B., Carsonville; Harrison H., at home.

**HENRY BUTTIRONI** (deceased), was born in Germany November 25, 1834. He emigrated to the United States in 1852, came to Michigan and lived two years in Detroit and came to Marine City 1854, and began working at his trade—tailor. In 1856 he married Miss Catharine Hager. She was born in Germany. Mr. Buttironi engaged in business of merchant tailor, and afterward added boots and shoes, and then a stock of general merchandise, and was successfully engaged in business here for many years. Was interested in boat building and vessel property until his death, which occurred December 10, 1880, leaving a large estate. Four children survive—Emma (now Mrs. H. C. Cottrell), Henry (merchant), Willie (at home), Katie (at home). Henry, the oldest son, carries on the business established by his father and has a large trade. He holds the office of Treasurer of the village. Was elected October 20, 1882.

**E. M. CLARK**, book-keeper, Marine City Stave Company, is a native of Middletown, Conn., and was born November 29th, 1831. After attending school there he went to Hartford, and while living there was an intimate friend and room-mate of United States Senator Hawley. After reaching manhood he came West to Detroit, in 1853, and was a resident of that city twenty-four years, and while living there he was among those who signed the call and organized the Republican party in this State. In 1877, he went to Marine City and entered the employ of the Marine City Stave Company, and since then has held the position of book-keeper. He has held the office of Township Superintendent and is now Chairman of the Board of School Inspectors, and Treasurer of the village of Marine City. In 1857, Mr. Clark married Miss Mary Barnard, daughter of Deacon S. S. Barnard, a native of Jefferson County, N. Y., and one of the early settlers of this county. Mr. and Mrs. Clark have four children—Jennie H., George B., Willis S. and Hattie W.

**CHARLES D. COTTRELL**, farmer, Private Claim No. 86, P. O. Marine City, is a son of David and Catherine (Lozen) Cottrell. He was born on this farm April 13, 1797, and she was born in Detroit. He was a prominent man of this county and was appointed Treasurer of the county by Gov. Cass in 1821. He was also Associate Judge and held other important offices. He died in 1869, and his wife died March 22, 1871. Charles David, the oldest of the four children living, was born on this farm, December 6, 1821. His boyhood was spent here. Upon reaching manhood he began sailing with Capt E. B. Ward on the Huron, and the next year on the schooner Vermont. He was master of the propeller Detroit, tug, James E. Eagle, sailing master of the propeller Princeton, and others. He was on the lakes for twenty-five years and sailed as mate, pilot and master. He owns good farms on the river where he resides, a short distance from Marine City. He was married January 7, 1851 to Miss Eliza Lablanc, a native of Canada. They have six children—Frank (on the lakes), George (sailing), Catharine, Florence, Annie and Clement.

**DANIEL COTTRELL**, farmer, Private Claim 86, P. O. Marine City, is a son of David and Catharine (Lozen) Cottrell. He was born in this town on this farm April 13, 1797. She was born in Detroit; they were married February 14, 1820. He was prominently identified with the interests of the county. He was appointed Treasurer of the county by Gov. Cass May 12, 1821; was appointed Ensign Militia of the Territory May 23, 1819, and was appointed Lieutenant of Militia, May 3d, 1822. He was Supervisor for many years and Justice of the Peace, and was also Associate Judge. He died in 1869, and his wife died March 22, 1871. There are four children living—Charles D., Daniel D., John F., Mary E. (now Mrs. Stanley). Daniel D., the second oldest son living, was born August 4, 1826. He was brought up and has always lived here except two years spent in Bay City. Since manhood, he has been engaged in farming. He owns a good farm of 106 acres on the river. In 1872, he married Miss Eliza Ann Borroughs, a native of Canada. Has five children—David D., J. Bernard, Francis D., Nellie E. and Mabel.

**CAPTAIN GEORGE H. COTTRELL**, farmer, Section 1, P. O. Marine City, is a native of this county, and was born two miles below this town, November 25, 1816. He is the oldest son of George and Archangel Cottrell, who were among the earliest white settlers here on the river. His father was born in Detroit and came to this county about the year 1810 and located about two miles below here; built a store and engaged in trading. He built a fort around his store and hired some Frenchmen to help him guard it from the Indians. He died in 1847. His widow still survives him and is now living here; eighty-nine years of age. Capt. Cottrell was the oldest son of his parents. He began sailing in 1836 on the old schooner St. Clair; a few years later he sailed master of the steamer Huron. Afterward sailed master of propellers "Montgomery," "Sam Ward," "Forest Queen" and many others. Sailed master twenty-nine years and remained in the marine service until 1870, and since then has lived on his farm adjoining the village corporation. He was elected and served as member of the Board of Supervisors. In 1839, Captain Cottrell married Miss Submit Ward, a native of New York State. They have four children—Eber W. (living in Detroit), Josephine (now Mrs. Robinson), Maryette (now Mrs. Bell), Joseph (master propeller).

**CAPT. JOSEPH P. COTTRELL**, is a native of St. Clair County, and was born here April 12, 1852. His father, Capt. George Cottrell, was also born here. His mother, Submit Ward Cottrell, is a native of New York State; they are now living here and are old and honored settlers of this county. Capt. Joseph Cottrell began sailing when fifteen years of age on the steamer Marine City and has for the past fifteen years been in the marine service. In 1877, he sailed master of the steam barge D. W. Powers; has also sailed master of the steamer "Morely" and the "Russell Sage," and the past year sailed master of the propeller "John M. Osborne." Capt. Cottrell was married January 25, 1882, to Miss Janet Paton, of Almont, Mich. They have one son—Colton A.

**RICHARD COTTRELL**, farmer, Private Claim 187, P. O. Marine City, is a son of George Cottrell and Archangel Minnie Cottrell. She was born on the river; he was born in Detroit. His father came up on the river to this county about the year 1786. The Cottrell family were the earliest settlers on the river and their descendants are the oldest settlers now living here. Richard Cottrell was born in this town, on the farm where he now lives, July 23, 1827. He was brought up here, and since reaching manhood, except a few seasons on the lakes, he has been engaged in farming. He has a good farm on the river near town. He has held school offices for many years. Mr. Cottrell was married November 11, 1850, to Miss Lydia Newstead, a native of England. They have seven children—Richard A. (captain on the lakes), Mary (now Mrs. McDonald), Sarah (now Mrs. Van Renselaer), Walter, Sherman C., James, Jennie.

**WILLIAM A. COTTRILL**, farmer. Private Claim 86, P. O. Marine City, is a son of Henry and Mary Cottrill. She was born in Detroit and he was born here on the river. William is a native of this county, and was born on the farm where he now lives. July 6, 1823, was brought up here, sailed on the lakes for some years, and for several years was engaged in trading on Mackinac Island. Since 1851 has lived on this farm and engaged in farming. He has held the office of Town Treasurer, Justice of the Peace, and has served on School Board. In 1851, he married Miss Betsey Turk, a native of Oswego County, N. Y. They have eight children—Mary L., Della (now Mrs. Charles Kuhn), Willie E., Virginia, Frederick, Lillian, Robert H., Susan.

**GIBBONS S. DONOHUE**, general merchant, is a native of Virginia and was born, February 22, 1822. His parents came to this State in 1836, and settled in this county in the town of China. He grew up on the farm and after reaching manhood engaged in farming, and followed that occupation until 1869, when he came to town and engaged in mercantile business, and since then has been established here. He has held the office of Village Trustee two terms. In 1851, he married Mary Foote, of Grand Rapids, Mich. She died in 1859 and left two children—Emma and John. In 1869 he married Mary A. Lee, of New York, and in 1871. He married his present wife, Mary Mayhue, in July, 1880. She is a native of Silver Creek, New York State.

**JOHN J. DRAWE**, merchant tailor, is a native of Michigan, and was born in the city of Detroit on June 21, 1856. His father, William Drawe, was born in Westphalia, Germany, and emigrated to this country and came to Detroit and then to Marine City in 1856, and began working at his trade—tailoring. He soon after started business for himself and carried on the business of merchant tailor until 1880. John J., who succeeded to his father's business, learned his trade in the city of Chicago in 1875; then returned here, and since 1880, has successfully carried on the business here and has a good trade. In 1878, he married Miss Augustina Kuhn, a native of this place. They have three children—Abbie, Georgie and May.

**ROBERT P. DURLING** was born in Sussex County, N. J., on the 11th day of November, 1813, and is now over sixty-eight years of age. By trade he is a miller and master of his trade. He served as Constable and Deputy Sheriff in his native county from 1840 to 1848, and was considered a very efficient officer. In the year 1850, he came to Michigan, stopping at Detroit one year. He then went to Romeo and was engaged in buying wheat for Stevenson & Groover, and at the same time he served as Town Constable. In 1854, he moved to his present home, Marine City (then called Newport), and has lived here ever since. Hardly a year has passed since he took up his residence in this place but that we find him holding either the office of Constable, Village Marshal or Deputy Sheriff, being elected or appointed without regard to his political affiliation. He has always been a Democrat. While holding the offices of Constable and Village Marshal in the year of 1877, he captured a gang of river pirates which infested the shore from Port Huron to Detroit, stealing from warehouses, boats and dwellings. They were a desperate gang, shrewd and daring. The amount of their thefts ran up into the thousands. Officers and citizens were afraid to hunt them out, but Mr. Durling, with that determination that always characterized him in the performance of his duties as peace officer, followed them to their lair on the St. Clair Flats, surrounded them, bagged his game and broke up a gang of thieves that had become a terror to the people of the river. Mr. Durling served as Deputy Sheriff under Sheriff Hayes and Dunphy, during their terms of office, and won the golden opinions of his superiors as well as of the citizens. While in the milling business he rented the Wallhouse mill, west of Port Huron, but was burned out and lost over fifteen hundred dollars.

**CAPT. R. J. GORDON** is a native of England, and was born December 4, 1834. His parents came to this country during his infancy and settled on the Canada border on the shore of Lake Erie. Capt. Gordon began sailing when fourteen years old on the schooner "Susan Ann." In 1861, sailed master of the steamer "Sea Gull." He built and owned her and established a ferry, the first steam ferry and the only one from Marine City across the river to Canada, and was the first boat on the route from Algonac to Port Huron. He then built the River Queen, and owned interest in steamer Carrie H. Blood, and sailed master of her ten years, and is now part owner and master of the steamer R. J. Gordon. He has been in the marine service over thirty years. In 1853, Capt. Gordon married Miss Elizabeth Quinn, a native of Ireland. They have two daughters—Celia and Celestia. Celia is married and is now Mrs. Beach. They have lost one son—James H.

**REV. JOHN GRAENING**, pastor of the German Lutheran Church, is a native of Germany, and was born June 7, 1846. He came with his parents to this country when only eight years old and the following year went to the State of Iowa and attended school there and received his theological education in that State and was ordained June 22, 1868. He came here the same year and assumed charge of his present pastorate, and since then, for the past fifteen years, has labored acceptably and successfully here. He was married September 23, 1869, to Miss Elizabeth Bitter, a native of Amsterdam, Holland. They have four children—Henry, Sophia, Elizabeth and Emma.

**CAPT. JAMES P. HARROW**, Private Claim 200, P. O. Algonac, is a son of George Harrow and Lucretia Peer. He was born in this town, and she is a native of Canada, and came with her parents to this county in childhood. Capt. Harrow is a native of this county, and was born in the town January 23, 1839. His boyhood was spent here. He began sailing in 1857; he sailed as Captain of the United, and afterward sailed and built the Young America; built the barge Jennie and sailed as master of her. Rebuilt the schooner R. G. Gibbs and sailed her. He is now master of the large schooner Nelson Bloom, and owns a controlling interest in her. He has sailed the most of the time for the past twenty-five years. He owns the farm where he lives on the river. He has held the office of Supervisor and Commissioner of Highways. He was married March 20, 1867, to Miss Marcia J. Lyons, a native of Canada. They have three children—Herbert Stephen, William A. and Grace Maud.

**FRANK HART**, of the firm of Blood & Hart, general merchants, is a native of St. Clair County, and was born in this town December 4, 1843. His father, Daniel F. Hart, was a native of Oneida County, N. Y., and came to this county in 1832, and was among the early settlers here. In 1837, he married Miss Betsy Pres-



ton, who was born in Onondaga County, N. Y. He took up land when this was a wilderness, cleared it and made his farm, and lived there until 1878. His wife died August 15, 1867, and he died February 13, 1881, leaving three children—Edwin H., Frank and DeWitt C. Frank grew up on the farm and sailed some until near his majority. In 1864, he went in the army, and served on the Construction Corps; was discharged on account of sickness, and soon after entered the store of C. A. Blood. Two years later he became a partner in the business, and since then has had the management of the business of the firm, and Blood & Hart have always done a large trade. Mr. Hart served as Village Treasurer, and held other village and township offices. He married Miss Mary C. Blood September, 1872; she is a native of this town and daughter of Hon. C. A. Blood; Mr. and Mrs. Hart have one daughter—Carrie E.

**CAPT. J. C. HAZEN** is a native of Canada, and was born December 3, 1841. He began sailing when thirteen years of age. In 1863, he sailed master of the schooner Otter, then sailed the schooner Burchard and the Rust; sailed master of the brig St. Joe two years, and the Driver three years; was master of the Charles Spademan and the Robert L. Fryer, and last year sailed the Selden Marvin; he has been in the marine service twenty-eight years. In 1864, he married Miss Helen McCann, a native of this place; they have two children—Jesse and Mary R.; they have lost two children—Edward and Frankie.

**JOHN J. HILL**, of the firm of Morley & Hill, ship-builders, is a native of Wayne County, N. Y., and was born at Sodus Point March 11, 1843. During his early boyhood he attended school, and at the age of fifteen went in the ship yard and served three years' time. The first vessel he built was the John J. Hill, at Pultneyville, N. Y. Together with Capt. Morley, he rebuilt the Grace Sherwood. During the war, he was in the ship yards in Cleveland, Toledo and Chicago, and came from Chicago to Marine City in 1869, associated with Capt. Morley, and engaged in ship-building. They have constructed, under Mr. Hill's supervision, the schooner C. N. Johnson, steam barges D. W. Powers, Robert Holland, steamer Planet, the Garvis Lord, the double decker steamer Minneapolis, steam barge Abercorn, double deck steamer N. K. Fairbank, river steamer New Baltimore, the steamer Northerner and the Morley, double deck steamer A. G. Hopkins, steam barges J. Macy and the J. M. Osborne, and the river steamer Mary. Mr. Hill has had a large practical experience in his profession, and the firm of Morley & Hill transact a large business. Mr. Hill married Miss Francis C. Durling, of Marine City; she is a native of Romeo, this State; they have one daughter—Mabel Maud.

**ROBERT HOLLAND**, merchant and ship-builder, is a native of England, and was born February 15, 1831; he emigrated to this country in 1855 and located in Buffalo, where he lived four years and came to Marine City in 1859 for E. B. Ward, and worked at trade of engineer and machinist; in 1870, he engaged in mercantile business; the firm was Holland & Co., who succeeded to the business originally established by E. B. Ward. Mr. Holland afterward purchased the interest of his partner, and succeeded the firm of Holland & Co., and since then has carried on the business alone. In 1865, he engaged in the vessel business, and since then has been extensively engaged in that business and in ship-building. He resides on the old Sam Ward place, and owns all the property, ship yards and docks belonging to that estate; this farm is within the village corporation. He owns two other good farms in this county, and also owns several farms in Huron County, and other lands and town property. In 1855, he married Miss Lovania Brake, a native of England; they have five children—Charles D., Mary, Henry R., Ettie and Roland R. Mr. Holland has held the office of President of the Village Board, and has served six years on the Board, and has held other town and school offices.

**E. P. HUNTOON**, mason, is a native of Clinton County, N. Y., and was born December 9, 1825; upon reaching manhood, he came with his parents to this State in October, 1846, and settled at this place, then called Newport, and began working in saw-mill and lumber business; afterward began working at his trade, and since then has followed his trade most of the time. He has held the office of Township Clerk for many years. In 1847, he married Miss Cordelia M. Wilkins, a native of Fairfax, Vt.; she came here with her parents in 1833; they have seven children—Dell, Consular Agent at Wallaceburg, Ontario; Mary, now Mrs. Packard, St. Ignace; Allie, now Mrs. Morrell, Brockway Center; Ada, now Mrs. Pearce, living here; Anna, teaching school here; Charlie, Nellie, both at home.

**WILLIAM JONES**, Superintendent of the Marine City stave-mill, is a native of New York State, and was born in Onondaga County, August 30, 1826; he was brought up and lived there until 1858, when he came to this State and lived in New Baltimore County four years, and then went to East Saginaw and lived there three years, and from there came to Marine City, and for the past fifteen years has been with Mr. McElroy, and has held the position of Superintendent at the mill eight years. He has had a large practical experience in stave manufacturing, having been connected with it over thirty years. Was Village Trustee in 1881. In 1846, he married Miss Louise Bump, of Onondaga County, N. Y.; they have three children—Ida, Fred and Elmer.

**GEORGE KOENIG**, ship-builder, is a native of Germany, and was born July 18, 1836; he emigrated with his parents to this country in 1854, and came the same year to this county, and learned the trade of ship-carpenter, and worked at his trade until 1868, when he engaged in business for himself, and built the steam barge D. F. Rose, then built the C. L. Young and steamer George King, and owns one-fifth interest in each. Built the steamer Germania and the tug Ella H. Smith, and the steamship Kate Butterens; also the schooner Teutonia, in which he owns a one-half interest, and built schooner Jackson, and is now completing one of the largest and best built steam barges ever constructed here. He owns his mill and other property here. He is a self made man, and owes his success to his own efforts. He has held town and school offices. In 1863, he married Miss Babetta Hach, a native of Germany; they have six children—Fredrika, Babetta, Theodore, Catharine, Frederick and Christina.

**CAPT. L. C. LARNED**, farmer, Private Claim 204, P. O. Marine City, is a native of Oswego County, N. Y., and was born December 6, 1821. His parents died before he was three years of age; his father left quite a large estate, two saw mills and hardware store. When only ten years old, Capt. Larned went and lived

with his uncle several years, and then went to Thunder Bay Island and worked for a fisherman and the next year he bought out the business and ran it two years. In 1848, he began sailing, built the little schooner "Two Brothers." He was successful in this venture, he invested his earnings in vessel property, and transacted a large business; he has owned twenty-two vessels, and built seventeen of them, and sailed them all. After sailing forty years, he sold out his vessel property. Capt. Larned was engaged in business in Sandusky, Ohio, became involved and failed for \$160,000, but paid it all, dollar for dollar, and has also lost large amount in lumber trade. He has taken care of himself since a small boy, and is a self-made man. He owns two good farms. Bought the land where he now lives, when he could not loan money at three per cent, and has lived here since 1844. He was married June 10, 1844, to Miss Mary Minnie, a native of this town, and daughter of Joseph Minnie, one of the earliest settlers here. They have two children—Mary, now Mrs. Willette, Duluth, Minn., and Elva, now Mrs. Tobitz, Marine City.

**CAPT. HARRY LAWRENCE** is a native of Germany, and was born September 26, 1846. When fourteen years of age, he went to sea on the ship Union, and followed sailing for thirteen years. He came to this country in 1874, and since then has been engaged in sailing on the lakes, and for the past two seasons has sailed master of the bark Teutonia.

**CAPT. JAMES LEITCH**, is a native of Scotland, and was born June 2, 1826. He learned the trade of wood turning; upon reaching manhood, he came to the United States in 1848, and the following year came to this county and began working at his trade, and was engaged in wood turning until 1868, and that year built the steam barge William Cowie, and sailed her as master from 1870 until 1874. He built the steam barge Abercorn, and since 1874 has sailed master of her. He and his brother Robert and James Morrison own the "Cowie," the "Abercorn" and schooner "Maize" and "Lyman Casey." Capt. Leitch has been married three times; his first wife, Miss Ann Bishop, a native of Scotland, he married June 12, 1854; she died January, 1871, leaving four children—James, William, John and Jessie. He was married June 12, 1874, to Miss Mary Ann Livingston, of Jefferson County, N. Y.; she died November, 1880. He married Miss Ada Pritchard, his present wife, February 15, 1882, she is from Ogdensburg, N. Y., a native of Vermont. Capt. Leitch is not an office seeker, or office holder, but in 1855 he was elected School Collector, when they collected rates on the scholars. When the assessment roll was placed in his hands, the amount to be collected was \$17; he immediately paid it out of his own pocket, and never aspired to office again.

**CAPT. ROBERT LEITCH** is a native of Scotland, and was born May 23, 1834. He came to the United States in 1850, and came the same year to this State, and engaged in wood turning, and lived here and in Detroit for ten years. In 1860, he went to New York City and remained there until 1867; then returned here and went on the lakes as second engineer. Afterward was engineer, and since 1875 has sailed as master of the steam barge William Cowie, and is part owner of her. In 1870, he married Miss Sarah Jane Fowler. They have three children—James Fowler, William Ingle, Robert John.

**ISAAC C. LESTER**, ship-carpenter and boat-builder, is a native of New York State, and was born April 12, 1829, and came with his parents, who were early settlers in this county. He was brought up here and followed sailing for some years, and worked at his trade of ship-carpenter and boat-builder. Is also engaged in the grocery trade; he has lived here forty-nine years. In 1869, he married Miss Louise Root, a native of New York State. They have four children—May, Emma, Alma Belle and Florence E.

**PHILANDER LESTER**, ship-carpenter and foreman Lester ship yard, is a native of New York State, and was born September 18, 1825. His parents, Isaac and Achsa Stimpson Lester, came to this county in 1833, and settled on Belle River, and were among the early settlers there; he died in 1847, and she died in 1854. Philander was brought up and learned the trade of ship-carpenter, and since then for the past thirty years has followed that business. He has held the position of foreman for the past eighteen years. He has served as member of the Village Board. In 1847, he married Miss Pamela Williams, a native of Canada. They have seven children—Lucinda, Marshall P., Albert J., Charles D., Frank S., Leonard A. and Clara A.

**CAPT. THOMAS S. LESTER** is a native of New York State, and was born October 3, 1830. His parents, Isaac and Achsa Stimpson Lester, came to this State in 1833, and the following year came to this county. Capt. Lester began sailing when only fifteen years old; the following year went as mate of the schooner "Aurora Borealis," and the next year, when only eighteen years old, sailed master. In 1851, sailed the scow "Tioga," and afterward sailed master of the "William Kelly," "Saginaw," the "Carrier" and the steam barge "Estabrook" and the propeller "Birkhead." He continued sailing until 1872; during the navigation season, he has charge of the tug and vessel interests of the T. & S. T. Co., at Saginaw, and is a stockholder in the company. In 1851, he married Miss Emma Depew, of the State of Ohio. They have six children, three sons and three daughters—Henry, Hubert, Curtis, Edith, Eva and Carrie. Lost one son, Willie.

**CAPT. J. B. LOZEN** is a native of St. Clair County, and was born at Marine City December 17, 1839. He began sailing when only thirteen years of age on the schooner "Meridian," and sailed seven years to Buffalo, Cleveland and Chatham. Before he was twenty-one, he built the scow "Margaret Allis," owned and sailed her. Then sailed Captain of the scow "Brandywine." Built and owned the scow "Champion" and sailed her; built the "Lucinda Lawzen," then the fastest of her kind on the lakes, and also owned the scow "Rosa" and the "Rosa Ann." He is master of the steamer "City of New Baltimore," and is half owner, and owns one-third interest in the tow barge "Nelson Bloom." His success is owing to his own efforts. He had nothing when he began life. In 1851, Capt. Lozen married Miss Lucinda Winter, of Toronto, Canada. They have eight children—John, Minnie, Eugene, Margaret, Edward, Alexander, Thomas and Burton.

**FRANK McELROY**, Secretary of the Marine City Stave Company, is a son of Hon. C. McElroy, and a native of St. Clair County, and was born November 13, 1854. He was brought up and attended school here and in Macomb County. After taking a business course at a commercial college, he entered his father's office. In January, 1877, he was appointed Secretary of the Marine City Stave Company, and since then has held that position. He has held the office of Township Treasurer two terms; also Village Treasurer; and at the recent election was elected a member of the Board of Trustees, and has held school offices.



REV. JAMES MEDER, pastor Church of the Holy Cross, is a native of Alsace, near Strasbourg, France, and was born December 9, 1850. He received his literary education there, and came to this country in 1872; went to Cincinnati, where he pursued his theological studies for three years, and was ordained August 15, 1875, in Detroit. His first pastorate was at Port Austin, where he remained six years, and came to Marine City in December, 1881, and since then has presided here.

CAPT. ALFRED MITCHELL is a native of Lower Canada, and was born December 20, 1852. He began sailing when only thirteen years of age, on the scow Norman. He was engineer of the Mary Pringle and was mate of her four years, and in 1880 went as master, and sailed her two years. In 1882, was mate of the W. H. Gratwick. In 1883, he will command the new steam barge Edward Smith, one of the largest and best ever built here. He owns an interest in her. In 1871, Capt. Mitchell married Miss Zoe Furtan, of Fair Haven, Lake St. Clair, daughter of Capt. Frank Furtan. They have six children—Alfred W., John D., Lawrence R., Ida May, Mary Gertrude and Sarah C.

CAPT. JOHN MITCHELL is a native of Clinton County, N. Y., and was born October 8, 1850. He began sailing when only twelve years of age, on the steamer J. B. Smith. In 1869, he sailed master of the Evergreen; had command of her three years. Then for seven years he sailed as master of the Mary Pringle, and owned an interest in all of them. He then superintended the building of the William H. Gratwick, and for the past three years has sailed as master of her, and owns an interest in her. He owns one-quarter interest in a large and new steam barge just being completed—one of the best ever built on the river. Capt. Mitchell has been in the marine service twenty years. He married Miss Mary Rouvel, a native of this State, December 24, 1873. They have three children—Herbert W., Ralph D. and Mabel M.

CAPT. WILLIAM B. MORLEY, capitalist, is a native of New York State, and was born in Poultneyville, Wayne County, January 18, 1832. He began sailing when only fourteen years of age, on schooner Eclipse, and three years later, when only nineteen years of age, was master of the Free Trader. He also sailed as master of several other sail and steam vessels. He continued in the marine service until 1868. During that time, he was engaged in ship-building and fitting out new vessels. In 1869, he came to Marine City, and since then has resided there, and has been engaged in ship-building and investing in vessel interests. Capt. Morley has been identified with marine interests for one-third of a century. He has in his library a fine model of a ship, constructed by himself during his boyhood. He has a set of Scott Russel's Naval Architecture, a rare work, there being besides only two other sets in the State. In his vessel interests, he has been connected with his brother, John J. Morley, of Rochester, N. Y., C. T. Morley, of Cleveland, Ohio, and M. H. Morley, of Sodus Point, during the past twenty-seven years. Capt. Morley has served as President of the village, and has held other town and school offices. He married Miss Abbie Payne, of Wayne County, N. Y., in January, 1855. She died in 1873, leaving three sons—H. Throop, William H. and Lawrence M. In 1877, he married Miss Elizabeth Preston, of Sodus Point, Wayne Co., N. Y. They have two children—Florence M. and Mary P.

L. B. PARKER, physician and surgeon, was born in Morse, Clinton Co., N. Y., July 19, 1818. When six years of age, his parents removed to Fairfax, Vt., where he attended the common schools until he was fifteen years old; after which he engaged in teaching school, realizing enough to defray his expenses while attending the academy at St. Albans. In 1839, he began the study of medicine with Drs. Hall & Ballou, of St. Albans, and graduated at Castleton College in June, 1842. After practicing two and one-half years at Cambridge, Vt., Dr. Parker came West and located at Newport, now Marine City, where he still resides. Besides attending to quite an extensive practice, he has given considerable attention to politics. During the rebellion, Dr. Parker was known as a War Democrat. He was elected to the State Senate in the fall of 1862, and served during the sessions of 1863-64. He has also been engaged in lumbering, and is now the owner of some valuable vessel property. Dr. Parker was married July 6, 1852, to Miss Jane Sparrow, a lady of English parentage, from Percy, Ontario. They have six children living—DeLos L., graduated at Ann Arbor Michigan University in 1881, and is now a member of the senior class of the medical department of that institution; Frank S., now teaching school in California; Walter R., a cadet at Michigan Military Academy, Orchard Lake; Whitbeck G., attending High School at Marine City; Mary H., now Mrs. Gen. L. W. Heath, of Grand Rapids; Jennie C., at home; Sophia E., died at eleven years of age, October 5, 1864.

MICHAEL REITER, salesman for Robert Holland, is a native of Germany, and was born in Bavaria August 31, 1832. He emigrated to the United States in 1857, and came to this county the same year. He worked in a saw-mill two years; then worked at Gallagher's five years, and worked in ship yard four years. In 1870, he entered the store of Mr. Holland, and since then, for the past thirteen years, has remained with him, in practical charge of the business. In 1882, he opened a grocery and notion store on Water street. In 1864, he married Miss Hannah Daily, a native of Canada. They have five children—Jennie, Josephine, John, Andrew and Mary.

BENJAMIN ROBBINS, farmer, Private Claim 206, P. O. Marine City, is a native of England, and was born July 5, 1837. He emigrated to this country in 1855, and came to Detroit; lived there two years, and went to Huron County; lived there six years, and then came to this county. Worked in ship yard at Marine City, and engaged in the grocery trade there. In 1870, he bought the farm where he now lives, and since then has lived here and in Marine City. Owns 103 acres of land. He was married in July, 1873, to Miss Emma Lumby, a native of this town, and daughter of John and Helen Lumby. Mr. and Mrs. Robbins have two children—Sophia and Bessie.

WILLIAM C. ROBERTS, of the firm of W. C. & W. S. Roberts, handle factory, Private Claim 318, Roberts' Landing, is a native of Connecticut, and was born October 8, 1840. His parents, Samuel Roberts and Mary A. Moore, removed to Cleveland, Ohio, in 1841, and the following year came to this county and settled in this town, at Roberts' Landing. He was clerk on Ward's boats, and sailed for six or eight years. He then engaged in the tug business, and was connected with that until 1868, when he and his sons established their present handle business. He died in 1883, and she died in 1880. William C. spent his early boyhood in



to town. At the age of sixteen he began sailing with his father, and afterward sailed as master of different vessels until 1867, when they established their manufacturing business, and since then has given his attention to the interests of the business here. They also have a store here. In 1878, they bought a flouring mill at Marine City, and carried on the business there until 1882, when the mill was destroyed by fire. They own 200 acres of land. He has held school offices. Mr. Roberts was united in marriage February 10, 1874, to Miss Cassie Harrow, a native of Algonac, and daughter of George Harrow and Lucretia Peer. Mr. and Mrs. Roberts have five children—William M., George S., Annie A., Walter J. and Harry C.

W. S. ROBERTS, of the firm of W. C. & W. S. Roberts, P. O. Roberts-Landine-Roberts Handle Factory, is a native of St. Clair County, and was born in the town of Cottrellville April 24, 1846. His parents, Samuel Roberts and Mary Ann Moore, came to this county in 1842. He attended school here. Went on the lakes and sailed about six years; then with his brother established their present business, and gave his attention to it until 1878, when they bought the flouring mill at Marine City, and he ran the mill of Roberts Bros. until June, 1882, when it was destroyed by fire. Has also been interested in vessel property. He has held the office of Town Treasurer and Village Trustee. Mr. Roberts was married June 1, 1882, to Miss Laura A. Lester, a native of this place, and daughter of David Lester, Esq., one of the early settlers.

CAPT. JOHN ROBERTSON is a native of St. Clair County, and was born in this town January 3, 1828. His parents were David and Madeline Robertson, his father being of Scotch descent, and his mother was born down the river at Grosse Point. He helped build the block of houses at Detroit and at Port Huron. They were among the earliest settlers on the river. Capt. Robertson began sailing when fourteen years of age on the schooner Freedom. He sailed before the mast and as mate until 1852, and that year was master of the steamer Detroit and the London. In 1853, was master of the Pacific; in 1854, the Cleveland; in 1855 and 1856, the Forrester; in 1857, the Clifton; in 1858, the Forrester; in 1859 and 1860, the Forest Queen; in 1861, the propeller Antelope; 1862, the Detroit; 1863 and 1864, the steamer Illinois; 1865 and 1866, the Forrester; 1867, the Alpena; 1868 to 1871, the Marine City; 1872, the Milton D. Ward; 1873, the Meteor; 1874 and 1875, the City of Duluth; 1876, the Riverside; 1877, the John Sherman; 1878, 1879 and 1880, the steamer Dove; 1881, the steamer Metropolis, and in 1882, the Dove. Sailed for E. B. Ward twelve years. Capt. Robertson has been in the marine service forty years, and for thirty years has sailed master, and is one of the oldest in active service on the lakes. Capt. Robertson was married November 28, 1852, to Miss Susan Burnham, a native of Mt. Clemens, Mich. They have five children—George G., John L., Carrie, Susie and Nellie.

CAPT. STEPHEN ROSE, Section 10, P. O. Marine City, is a son of Stephen Rose and Julia Laponcey, of Lower Canada. They came to this county in 1829. He sailed and also worked at his trade, ship carpenter. He was in the employ of Sam Ward over twenty years, and is now living in Marine City. They have had twelve children, all living except one. Capt. Rose was born in the town of Ira, at Anchorville, April 18, 1840. He began sailing when fifteen years old on scow Annie, and three years later sailed Captain of her. Then sailed the St. Stephen, schooner Cortland, steam barge Scotia, steam barge Mary, and was Captain of the steam barge Mills eight years, and last year was master of the John M. Dickenson. During the war, Capt. Rose enlisted, August 22, 1862, in Company G, Twenty-second Michigan Infantry. He served three years. He was wounded at battle of Chickamauga, and also at Chattanooga River. He owns the farm where he lives. He was married May 27, 1880, to Miss Ellen Smith, a native of this county.

CAPT. WILLIAM ROUVEL is a native of Germany, and was born in Prussia October 24, 1848. His parents immigrated to this country in 1852. He began sailing when fourteen years of age on the Presque Isle, and since then, for over twenty years, has been connected with the marine service. In 1875, he sailed master of the Reindeer; then was master of the Robert L. Fryer, and afterward master of the St. Clair, and owned an interest in all of them. He owns one-quarter interest in the large new steam barge just being completed, and which is conceded to be one of the stanchest steam vessels ever built here. In 1874, Capt. Rouvel married Miss Cecelia Stiger, of New Baltimore. They have six children—George, Walter, Hattie and Ida (twins), Geraldine and Philip.

V. A. SAPH, attorney at law, was born near Salisbury in the South of England June 21, 1830, and is the eldest of twelve children. His father is a cabinet-maker, learning his trade at Southampton. In the year 1831, he came to this country with his parents, who located at Montreal, Canada, where they resided two years. From Montreal they moved to Prescott, and from there to Niagara. In the fall of 1837, he emigrated with his parents to Indiana, taking passage from Buffalo in the steamer Constitution, commanded by Capt. Applebee, landing at Michigan City. His father bought eighty acres of prairie land twelve miles south of La Porte, where they lived five years. Here Mr. Saph secured a part of his education in the log schoolhouse. In 1843, his father sold his farm and moved to St. Joseph, Mich. In 1845, the family moved to Chatham, Ont., where they lived until 1847, when they moved to Sarnia, opposite Port Huron, residing there until 1849. During that year they moved across the St. Clair River to Port Huron, Mich., where they have resided ever since. The subject of this sketch having decided to learn the ship-building business, left home and went to Marine City (then called Newport) in July, 1849, where he has resided ever since. In 1851, he married Mary L. Drulliard. Politically, Mr. Saph was a Whig and a decided Abolitionist, casting his first vote for Gen. Scott. He joined the Republican party at its organization. In 1863, he was elected Justice of the Peace, and was re-elected in 1867, doing most of the justice business in this locality until he resigned in 1869. He was at the head of the labor movement, organizing the ship carpenters into unions, which proved a success in raising and maintaining the price of wages. In March, 1866, he was elected President of the village on the working-man's ticket, and re-elected in 1867. In April, 1866, he was elected Supervisor on the same ticket. In the fall of 1866, Mr. Saph was elected County Treasurer of St. Clair County on the Republican ticket, and was re-elected in 1868. In 1869, he was admitted to practice in the Circuit Court of St. Clair County and afterward in the Superior Court and United States Courts. In 1872, he joined the Liberal Republican party, and was a member of the Committee on Credentials at the State Convention that nominated Austin Blair for Governor. He ran for Judge of Probate in the fall of that year, but was defeated by Judge Thomas. In 1872, he

lost his wife and was married again the following year to Mary Zweng. In the spring of 1873, he was elected Supervisor without opposition. In 1876, he joined the Greenback labor party, and in 1880 was placed on the ticket as one of the presidential electors and also ran for State Senator that fall. He stumped the district but was defeated with the rest of the ticket. He was also a member of the State Central Committee for two years. He also ran for Circuit Judge in the spring of 1881, but was defeated by H. W. Stevens. In 1882 he was re-elected President of the Common Council of the village, under whose administration many improvements were made. Politically, he seeks to be on the side of right without regard to success. On religious subjects Mr. Saph is what might be termed a Free Thinker. He is the father of sixteen children, twelve of whom are living. He has a good practice. Is a man of integrity and enjoys the confidence of all who know him.

WILLIAM F. SAUBER, marine engineer, is a native of Prussia, and was born July 16, 1848. His parents emigrated to the United States in 1852, lived in Detroit two years; then went to New Baltimore, where he was brought up, and in 1873 came to Marine City, learned marine engineering, was engineer on the Mary Pringle for seven years, and since then engineer on the W. H. Gratwick. He owns an interest in the new steam barge Edward Smith. Also owns one twentieth interest in the Tonawanda Transportation Company, one eighth interest in the barge Pindar, and Lots 5 and 6, block 51, Marine City. This spring will act as engineer of the Ed Smith. In 1870, Mr. Sauber married Mary Goldenbogen, a native of Germany; they have four children—Alvina, Louise, Mary, Williamina.

ADAM SCOTT is a native of Canada; was born in the township of Smith July 12, 1854. Lived there until seventeen years old, then came to Marine City, Mich., and engaged in working at his trade of carpenter and joiner, and ship-building and sailing; he now sails the barge William Raynor, and owns an interest in her. On November 10, 1872, he married Miss Sophia Russel, of this place; she is a native of Germany.

CAPT. M. P. SCOTT is a native of Canada, and was born February 21, 1850. He has lived in this county from early childhood, and began sailing when seventeen years old on the schooner Taylor, and since then for the past fifteen years has sailed on the lakes. He was in the employ of the T. & S. T. Co. seven years, and owned stock in the company, sailed master of the barge Katie Brainard one year, and master of the barge Goblat five years, and the Troy one year; then sold his stock, and in 1882 sailed master of the Tim Baker, and owns in her three-quarters interest.

CAPT. WILLIAM H. SCOTT is a native of Canada, and was born at Brockville, Ontario, February 7, 1843, and came here with his parents in 1850. He began sailing in 1861 on the brig Preble. The following year he enlisted in the navy and served on the United States steamer St. Clair, and United States steamer Avenger, and was boatswain's mate, and served about three years. After the war, he returned here and sailed during the summer season, and in winter worked at the trade of ship carpenter. In 1870, he sailed master of J. A. Smith, then sailed the Katie Brainard two seasons, also sailed the Troy and the Grace Holland, and for the past two seasons has sailed master of the Isabel Reed, and during winter is foreman of repairs in Lester's ship yard. Capt. Scott has sailed for the T. & S. T. Co. since 1872, and is a stockholder in the company. In 1866 Capt. Scott married Miss Eleanor Williams, a native of this county. They have three children—James W., Arthur J. and Henry M.

HUMPHREY SMITH, farmer, Section 10, P. O. Marine City, is a native of Onondaga County, N. Y., and was born in the town of Lyander July 17, 1807. Upon reaching manhood, he was married February 24, 1828, to Miss Alvina Marriess, a native of Massachusetts. They removed from Onondaga County to Cattaraugus County and lived there a year and a half and then concluded to go West to the Territory of Michigan. They came from Buffalo to Detroit on the old steamer Henry Clay. Gen. Winfield Scott was on the same steamer, on his way to the Black Hawk war. Mr. and Mrs. Smith arrived at Marine City June 18, 1832, and had only 12 shillings left. They came out near where they now live and took up some land from Government. It was all a wilderness. He cut some poles for a frame, and then cut the tall grass and thatched it so as to protect them from the weather as best he could, and Mrs. Smith lived there with two children, and could hear the wolves around them nights. The next year, they went to Abbottsford and kept a boarding house for Judge Bunc, then came back and lived on the turnpike two years; then, in 1836, came back on their land and built a log house. It was almost impossible to get any work, but they paid for their forty acres by working, and earned \$18 a month. Mrs. Smith, though she had her little children to care for, worked side by side with her husband. There are very few pioneer mothers who went through what she has endured, and are living to day. Mr. Smith has carried on his back two bushels of wheat to Belle River Mills and back the same day a distance of ten miles. He cleared his land, made his farm during summers, and worked in the ship yard and lumbered winters, and for several years he was in the woods, hunting up and selecting pine limbs. He owns a good farm of 100 acres of land. Has held school offices, and been Grain Commissioner. They have been married and lived together over fifty-five years, and are the oldest settlers in this part of the town and among the oldest in the county. They have eleven children—Andrew, Philinda, now Mrs. Smith; Harriet, now Mrs. Wilson; Charles, Oramatha, Violetta, now Mrs. Morris; Louisa, now Mrs. Tupper; Catherine, now Mrs. Clark; Leonard, on the farm at home; Laura, now Mrs. Barringer; Jane, now Mrs. Fowler. They are also the grand parents of seventy-nine grand children, and the great-grandparents of twenty-eight children.

SIMON P. SMITH, farmer, Section 10, P. O. Marine City, is a native of Onondaga County, N. Y., and was born November 1, 1806. His parents, Gardner Smith and Anna Loomis Smith, came to this county in 1831; they lived just above Marine City one year, then settled on the place where they now live; it was a wilderness at that time, no roads in any direction. Simon was brought up here, and since manhood has been engaged in farming, though he sailed a short time, owns this farm. In 1855, he married Mary Christie, a native of this town, she died in 1863 leaving three children—George, Martha, now Mrs. Bazney, and Hiram. In 1871, he married Angeline Gondele, of this county, she died in 1872. In 1874, he married Tracy Latur-nian, a native of Chatham, Canada; they have one son, Jeremiah.



V. L. SOUER, dealer in fresh and salted meats, is a native of Germany, and was born in 1820. He learned his business there, and in 1851, emigrated to the United States, and came to this county the same year and began butchering, and since then for over thirty years he has carried on the business, except several years he was on his farm. There is no one in the business now, that was engaged in it when he began. He owns a good farm near town. In 1852, he married Miss Katharine Schreiner, a native of Germany; she died in 1864. They had six children, of whom Dolly, Lizzie and Charlie survive. Mr. Spademan married Mrs. Margaret Cox May 16, 1867, she is a native of this county, and daughter of Richard and Elizabeth Arlington, who came to this county and settled on Belle River in 1833. Mr. and Mrs. Spademan have two children—Susie and Aggie.

CHARLES SPADEMAN, dealer in fresh and salted meats, is a native of Germany, and was born in 1820. He learned his business there, and in 1851, emigrated to the United States, and came to this county the same year and began butchering, and since then for over thirty years he has carried on the business, except several years he was on his farm. There is no one in the business now, that was engaged in it when he began. He owns a good farm near town. In 1852, he married Miss Katharine Schreiner, a native of Germany; she died in 1864. They had six children, of whom Dolly, Lizzie and Charlie survive. Mr. Spademan married Mrs. Margaret Cox May 16, 1867, she is a native of this county, and daughter of Richard and Elizabeth Arlington, who came to this county and settled on Belle River in 1833. Mr. and Mrs. Spademan have two children—Susie and Aggie.

HERMAN SPRINGBORN, dealer in groceries and provisions, is a native of Germany, and was born October 8, 1849. His parents emigrated to this country when he was only four years of age, came to this county and settled in the town of China, and he grew up and lived there until 1877, and then came in town and established his present business, and has built up a good trade. In 1882, he built his brick store. In 1870, he married Miss Minnie Reabe, a native of Germany. They have four children—Alvina, Robert, Emma and Norina.

NOMER STALEY, with Marine City Stave Co., is a native of Erie County, N. Y., and was born October 21, 1835. When twelve years of age, his parents removed to Canada, lived there four years and then came to this county and settled at Marine City. He worked in the mills and in joiner shop until of age; then went in the store of Eber Ward, remained there two years, and was in Kelly's store short time; then was with Dwight & Wonsey, inspecting lumber and Superintendent at their mill; remained with this firm about four years; then bought lumber for two years, and selected the stock for second barge built by the T. & S. T. Co. After keeping store a short time, he entered the employ of C. McElroy, and upon the organization of the Marine City Stave Co., was foreman of the mill during the summer season, and bought stock in the winter, and has since then been in the employ of the company. Has held the office of Town Clerk, Town Treasurer, Village Treasurer and Village Trustee. In 1862, he married Miss Mary C. Lawzo, a native of Ohio. They have four children—William K., Emily B., Benjamin S. and Mary C.

JOHN SYKES, farmer, P. O. Marine City, son of Richard and Rachel Sykes, born in parish of Halifax, County of York, England, February 1, 1822. He was baptized at the Church of Elland, County of York, England, March 31, 1822. Was apprenticed for a term of six years and eight months, from June 1, 1837, to 1844, to John Hudson and James Taylor, machine smiths. He moved to Liverpool and engaged in smithing at docks of the Trustee's Company, at North End shop for two years. Left Liverpool October 20, 1846, for the United States, arriving in New Orleans, La., January 5, 1847, on the ship "Thomas Church," of New York, having been ten weeks and four days on the passage. Our subject has resided in New Orleans, in Illinois, at Alton, Godfrey, Jackson and Chicago; at St. Louis, Mo.; Dayton, of Ohio; New Port, Kentucky, in all two years. He then came to Marine City, St. Clair Co., Mich., and was in the employ of Mr. Samuel Ward eight years. He then located in April 17, 1858, on his present farm, which he had purchased several years before. He has a fine farm all cleared; he also bought forty-six acres in the town of China, but sold it; he also purchased and sold Lots 13 and 14, in William street; at present he owns a brewery in Marine City. He married Miss Jane Watt, a native of Scotland.

CAPT. THOMAS WALKER, is a native of Ireland, and was born August 29, 1827. When fifteen years of age he was apprenticed, and served his time on an English ship four years, and the last nine months was chief mate of the ship. He sailed all over the world, China, South America and to the Indies. He crossed the Atlantic twenty seven times, and only three times before the mast. He was sailing master of the clipper ship, "Ellen Warr" of Baltimore. In 1856, he came on the lakes as mate of the schooner "Yankee Blade." He has sailed master of the Margaret R. Goff, and master of the barge Florence three years, and also the Gebhart. Was master of the propeller "S. C. Baldwin," five years, and in 1878, bought half interest in the "John F. Warner, and since then has sailed master of her; he has been in marine service forty years. In 1861, he married Miss Elizabeth Smith, a native of this place. They have five children—Kittie, Nellie M., Sadie R., Goldie M. and Zach E.

CAPT. DAVID H. WESTCOTT, is a native of Livingston County, N. Y., and was born April 24, 1823. His parents removed to Rochester during his early childhood, and he remained there until twelve years of age, while living there he remembers seeing Sam Patch jump over the falls, in 1835. In 1835, when only twelve years old, he was thrown upon his own resources, he went to live with his uncle, in Cuyahoga County, Ohio, and remained in that State seven years; then came to this State and spent three years at the South Manitou Islands, and from there came to Marine City, April 24, 1844. The following year he began sailing on the steamer Huron, the first steamer the Wards ever built, run on her that season and a part of 1846; and then went upon the Sag River, and kept a wood yard for three seasons; then engaged in looking up pinelands during the summers for the Messrs. Ward, and lumbered winters. In 1852, he bought a farm on the river one mile below town,



and also had a dock and wood yard there, and remained there five years. In 1857, he rented the position of trader on the four boats of Wards' line, and carried on the business for ten years, and during this time he built for the Wards four steamers, the "Saginaw," the "Keweenaw," side wheel steamers, and the propellers "St. Paul" and the "R. G. Coburn," for the Ward line. After he had stopped sailing he built the propellers "Minneapolis" and "Northerner." Afterward went on his farm and engaged in farming until October, 1879, when he came in town and opened the Worden House, remained there two years; then opened the Westcott House, and owns both hotels. Mr. Westcott worked his own way from the time he was twelve years old. He has cleared and made three good farms on the St. Clair River; is a man of strict integrity of character, detests shams, is kind hearted and liberal to worthy and deserving objects, and his word is as good as his bond. He has held the office of Treasurer and served on the Village Board, and was elected member of the Board of Supervisors, and has served on the School Board many years. He married Miss Mary Jane Ward, a native of Chautauqua County, N. Y., April 23, 1844. They have six children—Charles H., in business at St. Clair; John W., the well known vessel agent and marine reporter at Detroit; Susan S., now Mrs. A. Graves, Port Huron; David W., Captain on the lakes; Edward K., proprietor Westcott House; Mary J., at home; they lost one son, George S., and a little daughter, Mary.

ISAAC WILKINS, farmer, Section 2, P. O. Marine City, is a native of Franklin County, Vt., and was born January 20, 1822. His parents, Daniel and Susanna Brooks Wilkins, were natives of that State; she died in 1823, and he came to Michigan in the fall of 1833, and in January, 1834, came to St. Clair County, and settled at Newport, now Marine City; was a millwright and carpenter, worked at his trade and lived there until his death. Isaac came here with his father, and was brought up and attended school here; after reaching manhood engaged in farming, and was for a time engaged in wood business. He owns a good farm of 160 acres, well improved, and has resided here since 1852. He has held the office of Justice of the Peace. He was commissioned by Gov. Barry, First Lieutenant in the State Militia. Mr. Wilkins was married August 22, 1846, to Miss Jane Hatch, a native of Vermont. They have four children—Emily J., Ellen, Mrs. Sauers, of Marine City, Lillie E. and Fred.

J. A. WONSEY, farmer, P. O. Marine City, is a native of Michigan, and was born in Washtenaw County March 9, 1830, and is a son of Henry and Ruth Fairchild Wonsey. He was born in Massachusetts, and she in Upper Canada. They came to this State in 1825, and settled in Oakland County, and engaged in lumbering and farming; two years later, they removed to Washtenaw County, where they lived until 1845; then came to St. Clair County, and lived until his death, April 4, 1872; his widow and six children survive him. John came to this place with his parents in 1845, he went to work in the saw mill of Rust & Co., and continued here until the pine was all cut; then went to Saginaw. He was in the employ of this firm seventeen years, and held the position of engineer and foreman in their mills many years until 1861, when he married Miss Melissa D. Wilson, native of Bay City, daughter of the well known Capt. John Wilson, who settled in that place November 16, 1840. He took the first cargo in the Saginaw River on the schooner Mary Smith. After they were married, Mr. and Mrs. Wonsey came to Marine City, and he, with A. Dwight, of Detroit, built a saw mill and ran it six years. He bought Dwight's interest, and the mill property burned and he suffered large loss. He also built a flour mill, which was burned. Mr. Wonsey is now engaged in farming, and owns 200 acres adjoining the village; forty acres of this land he bought in 1855. They have five children—Arthur J., Chester D., Mary A., Agnes and Wilson.

CAPT. NELSON WOODWORTH is a native of Genesee County, N. Y., and was born January 11, 1815. When fifteen years of age, his parents came to Michigan in the fall of 1832, and settled in Wayne County, seven miles from Detroit; the following spring he began sailing on the old La Grange, and sailed before the mast, and was in the employ of Oliver Newberry for many years. In June, 1853, he sailed master of the steamer Empire State, and the next year sailed master of the propeller Hercules, and was also master of the Princeton, and for three years master of the Falcon; in 1857, sailed the Mary Stewart; then built the propeller Missouri, and sailed master of her seven years; then fitted out the propeller St. Louis, and sailed master of her four years; then sailed master of the Mayflower three years, and then master of the Roanoke. He was in the marine service for thirty-seven years, and since then has lived on his farm adjoining the town, and has held the office of Justice for the past three years. In 1842, he married Miss Eliza Naggs, of the city of Detroit. They have four children—Mary, now Mrs. John Young; Louise, now Mrs. John E. Martin, Chester, and Maggie, now Mrs. H. Donaldson; lost one son, Nelson J.



## CLAY TOWNSHIP.

**A**MONG the first American settlers of Clay were John K. Smith, Aura P. Stewart, George Harrow, Jacob Pier, Eben Westbrook, Ira Marks, S. Miller, H. Robertson and others named among the patentees of United States lands in the township. The town was organized under the name of Plainfield in 1822, which name it continued to obtain until 1828, when it was re-organized as Clay, as related in the organic history of the county. It includes the Islands of Stromness and Harsens.

Algonac is the principal village of the township. There a Catholic Mission was established at a very early date, and there, also, the first Methodist Episcopal Church society was formed in 1821, under Mr. Griffith, of the Canadian Methodist Mission. The village was founded by John K. Smith, who settled there in 1816. In 1830, the Methodists erected a church building, the same which, in later years, was the residence of Mr. Russell.

## FIRST LAND BUYERS.

Andrew Westbrook, Section 1; Jacob Pier, Section 2, September 17, 1822; James H. Cook, Section 3, May 15, 1839; James H. Cook, Section 9, May 15, 1839; James Beauvais, Section 9, May 15, 1839; Charles Paquette, Section 9, May 15, 1839; A. Elaire, Section 9, May 15, 1839; Ira Davenport, Section 9, May 15, 1839; Luther Stoddard, Section 10, May 15, 1839; Lansing B. Mizner, Section 10, May 15, 1839; Constance Loisselle, Section 10, May 15, 1839; Henry Connor, Section 15, May 15, 1839; Timothy Boyer, Section 15, May 15, 1839; Stephen Chertier, Section 15, May 15, 1839; Ed. R. Kearsley, Section 15, May 15, 1839; Augustine Canche, Section 15, May 15, 1839; Louis Beaufait, Section 15, May 15, 1839; John Dalloz, Section 16, May 15, 1839; Stephen Rose, Section 16, May 15, 1839; Francis Morass, P. C. 614, May 15, 1839; Pierre Yax, P. C. 627, May 15, 1839. The Chippewa Reservation was subsequently sold. Edmund Purelle, Section 2; Andrew Westbrook, Section 3, May, 23, 1828; Jacob Pier, Section 3, May 23, 1832; Peter F. Brakeman, Section 3, June 8, 1833; William T. Marks, Section 3, April 11, 1834; Lambert Canchois, Section 3, June 10, 1834; Henry Robinson, Section 3, October 13, 1835; Mark H. Sibley, Section 3, March 2, 1836; Clark W. Newhall, Section 4, December 6, 1832; Robert and Leonard Smith, Section 4, 1835; Lewis Goddard, Section 4, 1835; George A. O'Keefe, Section 4, 1835; Luce and Jones, Section 4, June 2, 1836; Amos B. Henkley, Section 9; August McDonald, Section 10; John Maine, Section 10; Private Claims 203, 211, 198, 309, 202, 301, 196, 197 and 190, as described in chapter on French Pioneers, belong to this township.

Albert Miller & Co., of Bay City, bought 1,400 acres of marsh land in the town of Clay, known as the Point Tremble Prairie, in November, 1882, and made a dyke around the whole tract, with a view of reclaiming the land for agricultural purposes. Mr. Clark, of Detroit, had the contract for building the dyke, for \$9,000. He commenced work with one dredge about the first of September, and about the first of October put on another, operating in the opposite direction. They calculated, with favorable weather, to meet about the 25th of November, having about a mile each to dredge. The whole distance, when completed, will be about twelve miles. The ditch is thirty-two feet wide and four and one-half feet deep. The clay is all thrown to the outside. They will put in steam engines and commence pumping out the water as soon as the dyke is finished. They calculate it will take at least a year to get the land dry enough for cultivation. This will be a death blow to stock raising at the point, as this marsh was used for pasture from the beginning of settlement. If the work of reclaiming proves a success, the land will be valuable, as there is upon it an average of at least two feet of black loam.

## SUPERVISORS.

Harvey Stewart, 1828-33; Charles Kimball, 1834; Jacob Kendall, 1835; Charles Kimball, 1836; Jacob Kendall, 1837; Commissioners' Board, 1838-41; Harvey Stewart, 1842; Daniel Daniels, 1843-44; J. Kline, 1845; Chester Kimball, 1846-48; George Jaspersen, 1849; Chester Kimball, 1850-51; Isaac Kline, 1852-55; Daniel Daniels, 1856; A. P. Stewart, 1857-60; J. D. Butterfield, 1860-61; Samuel Russell, 1862; Isaac Kline, 1863; G. G. Stewart, 1864-68; Samuel Russell, 1869; A. B. Smith, 1870; Samuel Russell, 1871; J. B. Kendall, 1872; G. G. Stewart, 1873-74; Samuel Russell, 1875-76; J. M. Robertson, 1877-78; James P. Harrow, 1879; Daniel G. Jones, 1880; John M. Robertson, 1881.

## JUSTICES OF THE PEACE.

John K. Smith, 1837; Jacob G. Street, 1838; Jacob Kendall, 1839; Joel Tucker, 1840; John K. Smith, 1841; Jacob G. Street, 1842; Jacob Kendall, 1843; Aura P. Stewart, 1844; John K. Smith, 1845; Jacob G. Street, 1846; Jacob Kendall, 1847; Aura P. Stewart, 1848; John K. Smith, 1849; Jacob G. Street, 1850; Joseph W. Gear, 1851; Austin Bostick, 1851; Jacob Kimball, 1852; John K. Smith, 1853; Isaac Klein, 1854; Joseph W. Gear, 1857; Michael Jackson, 1858; Jacob Kendall, 1859; Larkin Hatch, 1859; Aura P. Stewart, 1860; Samuel Russell, 1861; James D. Butterfield, 1862; Jacob Kendall, 1863; Isaac Klein, 1864; J. W. Gear, 1865; Jacob Kendall, 1867; William Baird, 1868; D. G. Jones, 1869; Benjamin Stewart, 1870; Isaac Klein, 1870-74; E. A. Buckingham, 1871; William Baird, 1872; D. G. Jones, 1873; J. M. Robertson, 1875; Ezra H. Buddington, 1876; Aura P. Stewart, 1877; L. M. Davis, 1878; J. M. Robertson, 1879; Chester Kimball, 1880; William Woolluff, 1881.

The equalized valuation of Clay is \$228,423. The population in 1845 was 569, in 1850, 711; in 1864, 1,327; in 1870, 1,475; and in 1880, 1,523. The area is 10,000 acres; number of school children, 506.

## RELIGIOUS.

From the paper prepared a few years ago by the Rev. Mr. Parish, the following facts are taken: The first minister of the Gospel that visited this county came to the residence of Harvey Stewart, on Harsen's Island, in the winter of 1818. He was a Methodist preacher by the name of Dixon. There were but three families on the Island at the time, all of whom assembled at Mr. Stewart's house to hear Mr. Dixon's discourse, which was the first sermon preached by a Protestant minister in St. Clair County. But let us pause for a moment to inquire how these few families happened to be living on this verdant isle. Jacob Harsen and his son-in-law, Isaac Graveraet, were the first settlers on Harsen's Island. Harsen was a gunsmith, and Mr. Graveraet a silversmith; they came from the city of Albany, N. Y., for the purpose of dealing with the Indians; they selected the Island, since called Harsen, as their place of business, and purchased it from the Indians under the sanction of the British Government. Soon after, however, Mr. Graveraet died, leaving his wife and children in the care of their grandfather, Mr. Harsen. The war soon broke out, and Mr. Harsen with all his family was compelled to abandon his home and take refuge in Detroit. Here Mrs. Graveraet met, and in the winter of 1814, was married to, Harvey Stewart. The war closed in February, 1815, and in April Mr. Stewart moved his family and goods up to Harsen's Island, and took possession of the house and lands of his wife.

In the autumn of this year, his two boys, Aura P. and John H. Stewart, who had been left in New York State in care of their grandmother, were brought to their father's Western home. After a journey of about a month, full of novel incidents to inexperienced lads, they arrived at their father's house, at about a o'clock one evening in November of 1815.

The early impressions of Aura P. Stewart of this new and wonderful country as recorded by him in a series of memoirs contributed to the *Marine City Gazette* in 1876, are most natural and vivid, and almost transport one back to the scenes described. These memoirs can be found in the general history in this volume. We copy a paragraph here: "Coming as I did from an inland and thickly settled district, I had seen no flowing water save creeks and rivulets. I had seen no forests but in the distance, and though but a boy of twelve, I could not but feel impressed with the beauty of my new home. The



dense and almost impenetrable forests, the magnificent River St. Clair, the countless number of every variety of water birds flying over our head or resting and spawning on the bosom of the beautiful waters, the howling of wolves at night, the constantly passing and receding canoes of the strange looking Indians, their stealthy tread through the woods, and their marvellous shouts as they passed over a river, and last but not least, the merry songs of the French voyageurs, hurrying at the oars and paddling their boats swiftly over the two waters, these were their scenes to me, and called forth my wonder and delight. Nearly sixty years of my life having been spent in Michigan, I have witnessed the improvements made in the country of St. Clair, flourishing towns have sprung up, and a large portion of our older settlers have become wealthy, all have shared in the conveniences of modern improvements and comforts, but yet, for my own part, I could enjoy no greater pleasure than, for a short time, to see Michigan as I saw it in 1816, wild and romantic as it then was. Fancy oftentimes leads me back to the dear old primitive days, and then I am a boy again. Alas, the vision flutters, and I grow old now with increasing infirmities, and nothing is left me but the memory of the past."

I have given these names and this paragraph of plain history, for several reasons. First, Mr. Stewart being the oldest living immigrant in St. Clair County, we may be justly proud of his residence here.

Secondly, I am indebted to him for several valuable items of information, collected herein.

Thirdly, As we have seen, the first Methodist sermon preached in St. Clair County, was in his father's house, who, though a Calvinistic Baptist, kindly opened his house for the early itinerants until they organized societies able to support their own ministers.

After awhile they began to have preaching at the house of William Smith, at Pointe Aux Trembles and in the old Harrow House, and subsequently in the office of J. K. Smith. They continued to be visited by ministers occasionally, from that time deriving aid from Canada and the Ohio Conference, until it became a regular appointment in 1820. Some of those who paid one or more visits to this section during this interval, were, Williams, Jones, Hinton, Demorest, Slater, Parker and Adams.

The earliest visitor of note that reached Algonac was the renowned William Case, who, under trial, was the founder of Protestantism in Michigan, and who was familiarly called the "Father" of missionary work in the Northwest. Father Case was appointed P. E. of the Upper Canada District, which then embraced all the territory lying westwards to the American shore, July 30, 1820, and some time during his quinquennial of service in the west part of his district, is said to have visited Algonac, then called Pointe Du Chesne.

The Genesee Conference of 1823, admitted William Griffes on trial, and he, with James Jones and J. K. Smith, were appointed to the Thomas Circuit, which must have included Algonac. It is probable that Mr. Griffes was given the principal charge of the western portion, since Mr. Jones is only mentioned as having paid a few visits to this section. By agreement of the General Conference which met at Baltimore, May 1, 1825, the Canada Conference was erected, and at its first session in the fall of that year, the western portion of what had been called the Thomas Circuit was set off for a new district called St. Clair, and Mr. Griffes was appointed preacher. And it is not without cause that we regard the first society here, to be among the names of John K. Smith, we find the original class paper dated December 20, 1824, which has upon one side, "Class paper for the 2nd Class upon the St. Clair River. John K. Smith, Leader; William Griffes, Jr., Preacher." And upon the other side the names of the class as follows:

"John K. Smith, Leader; Catherine Smith, Charles Phillips, Dennis Phillips, George Harvey, George Harvey, Mary Harmon and, James G. Smith, South River to the Great Ward," and then, near the bottom, and, read from the rest, omitted in comments, is this, "Council, Harry Sanders." How long the society had existed prior to this date, is not exactly known; but it is certainly, for in the paper it shows that a class meeting was held upon the 20th of December, and the attendance of the members is marked.

Mr. Griffes is described as being at the time a small, young, light-haired, rosy-cheeked, energetic man, such as having a very handsome wife, whose name is forgotten, that says he is

a preacher. He died in Wisconsin a few years ago. And here let us turn aside a little, while we consider the past history, present relation, and future fortunes of some of the members of this little company of frontier Methodists. John K. Smith was born in New York, and at the breaking out of the war of 1812 was serving his country as Sheriff. Early in the war, he connected himself with a regiment, and remained with it until it disbanded at Detroit in 1816. Among the discharged men of that regiment were two experienced potters, who being indebted to Mr. Smith, consented to remain in the Territory and enter his employ if he would establish a pottery. Mr. Smith, on ascertaining that no brown earthen ware had ever been manufactured in Michigan, and that the prospect for a ready sale was good, sought for a place to establish his pottery. He came up the River St. Clair, found an old vacant house on Stromness' Island, leased it, and in May, 1817, had his pottery in full operation, continuing the business until late in the fall of that year. In the winter of 1818, he was induced by Harvey Stewart to teach school on Harsen's Island. At this time there were only four families on Harsen's Island, viz., William, Jacob and Francis Harsen and Harvey Stewart, but there were several scholars from Point Aux Tremble, where there were also four families Chortie (Shirkey), Miune, Basney and William Hill, residing, making in all a school of twenty five or thirty scholars. Here he met, and the next year married, Miss Catharine McDonald, whose parents had in 1805 come over with Lord Selkirk's colony and settled at Beldoon, but at the close of the war removed to Stromness' Island. He established his residence on what was then considered the most pleasant location in the neighborhood—on the exact site of young Cuthbertson's new house—this he designated "Point Office." A few years after he removed—house and all—to the spot still occupied by the "Smith Mansion," being the first settler on the site of the present village.

Shortly after, however, Ira Marks, Ebenezer Westbrook and Silas Miller, bought and settled upon the land in the order named, stretching southward from his to the point. Mr. Smith was commissioned by Gen. Cass as Justice of the Peace, the first on St. Clair River, March 17, 1818, which office he held to the day of his death.

When he settled at Point Office, and at Algonac, litigants from all parts of the country came before him to have their causes adjudicated, and his business exceeded that of the County Court for many years. But it may and ought to be said in this connection, that he never encouraged, but rather discouraged litigation, and the peacemaker's blessing is truly his. His popularity was very great, as the single fact that up to the time of his demise he could show a greater record of marriages than any, if not all the Justices in St. Clair County, would clearly show; and was gained through his judicious judgments and straightforward, conscientious attention to duty and business. August 26, 1826, he was appointed first Postmaster at Algonac, and in the county, then called Plainfield, and afterward, Clay, until the village which was laid out in 1836, and called Manchester, but soon changed to Algonac, since which time the post office has been known by that name. He was appointed Special Commissioner for the county of St. Clair, by Gov. Cass, April 20, 1827. He was also made the first Custom Inspector on this part of the American shore, commencing the discharge of this office May 1, 1832. In 1836, he was elected the first Probate Judge of St. Clair County, over his opponent, George McDonald, an old Detroit lawyer. Dr. Pileher says of him, "We found him to be a man of ability and piety, and a decided Methodist. He was a very worthy Christian gentleman."

He united with the church under Elder Adams and was appointed the first class leader by William Griffes, which position, together with that of Trustee and Circuit Steward, he filled with great acceptability for many years. His home was always a refuge for the weary itinerant, who shared his hospitality and left his blessing. He died in great peace, April 14, 1855, aged sixty-nine years. His funeral sermon was preached by Rev. A. Jameison, in the Methodist Church, from 2 Samuel, iii, 38, and his body was laid to rest in the cemetery, while his spirit returned to God who gave it; appropriately enough, a plain, substantial monument with his name, date of death, and age inscribed upon it, marks his last resting place. No epitaph is there, for he needs none. His life speaks volumes in testimony of the good he did and is an unerring prophecy of the reward upon which he has entered.

Of the eleven original members, only three survive the pale sheeted nations of the dead:

these are Catharine Dunlap, George Harrow and Catharine Smith. Mrs. Dunlap was a prompt and faithful member of the society up to the time of her removal from Algonac, and now, in failing old age, resides at Mount Clemens.

Mr. Harrow, for reasons unknown to us, soon withdrew from the church. He still lives in his beautiful home, surrounded by an honored and happy family, about two miles above the village, in a very active old age, and never fails to give us a most cordial welcome when we call. The "Mother of Algonac Methodism" still lives to tell the story of Jesus and His love, and to proclaim her devotion to the church she loves so well. She was converted at home, at the age of ten, and like John Wesley, knows the time and place when her "heart was so strangely warmed." As the wife of Brother Smith, she ministered to the comfort of many a weary minister of Jesus. In her active life, she was fervent and devoted and always in her place. The last time she was at church was on the occasion of the first quarterly meeting, in November, 1879. She remembered the dying Lord in the simple emblems of the sacrament, and left, as usual, a bright, clear testimony that even yet lingers as a precious perfume. But, perhaps we can do no better than to insert here the letter addressed to the pastor and church on the occasion of our Semi-Centennial Jubilee, at the Jackson House, on Friday evening, February 27, 1880:

ALGONAC, February 27, 1880.

BELoved BRETHREN: I deem it a privilege to send my offering of this, to us great and happy occasion. Although absent in body I am present in spirit. The pains of earth are the prospect of the joys of heaven can make me forget my beloved church. I have enjoyed her blessings for fifty-six years; and I pray for her prosperity and God's blessing on all her interests.

Your sister in the Lord,

CATHARINE SMITH.

Sister Smith, now quite feeble, is nearly eighty-four years of age. Her large liberality, her deep, sweet, constant experience, and her unexampled devotion to the church of her choice, all prominent traits of hers, and well remembered by those who have known her, will be recognized in the above communication. She has lived to see her family grow up to maturity, usefulness and honor, and now, in her pleasant home, overlooking the pure, placid waters of the St. Clair, beautiful emblems of her own life, in the care of two faithful daughters, waits in her ripe old age, like a full shock of corn, only for the Master to gather her up from the fields of earth into the garner of heaven.

All of Grandma Smith's children who are members of any church are communicants of the Episcopal. Her son, Abram, though never yet having formally united with the Methodist Church, has always, together with his excellent family, given it his presence and sympathy, and been one of its most liberal supporters.

In the minutes of the Canada Conference for the fall of 1825, St. Clair was left to be supplied; whether a supply was found and ordered to come, we know not, but if so, he never came; for no report was made from this work at the next Conference. And here we bid adieu to Canadian Methodism, and make our respectful salutation to Ohio, under whose jurisdiction we shall hereafter be found.

*St. Andrew's Episcopal Church*, Algonac, was organized in 1867, by Rev. Joseph B. Prichard, who was preacher at that point from 1862. He was succeeded by Rev. Andrew Jamieson, of Canada, who is the present pastor. Rev. Mr. Flower, of Marine City, served the church in 1879-80. The value of the church property is about \$3,000; the number of communicants, twenty-one; and the congregation, about fifty. The following report, tendered to the Convention of 1882, shows the condition of the parish:

Baptised Infants, 5. Communicants—Removed from the parish, 1; present number, 21. Marriages, 4. Burials, 6. Public services—Sundays, 44; holy days, 2; other days, 6; total, 52; Holy communion—Sundays, 3. Congregation—Families, 26; individuals not included in families, 1; total of souls, 88. Sunday School—Teachers and officers, 7; scholars, 55; average attendance, 40. Bible Class—Teacher, 1; scholars, 7. Rector's salary, \$141; music, \$26; other current expenses, \$29.03; church building or improvement, \$22.79. Total for parochial purposes, \$218.73; diocesan missions, \$4.12; foreign missions, \$5; by the Sunday school, for its own purposes, \$33.95; total of contributions and offerings, 231.89. Salary pledged to the rector, \$156. Number of sittings in the church, 175—free.



Rev. Mr. Jamieson completed his thirty-first year of labor among the Indians of Walpole Island in 1876. When Mr. Jamieson first came among the Indians, they were little better than savages, and it was with considerable difficulty that he taught them the truths of the Bible, and prevailed upon them to renounce paganism and adopt the teachings of Christianity; but he has lived to see the fruit of his labors. Mr. J. speaks the Indian language fluently, and preaches to them in their own tongue every Sabbath morning. He has resided in Algonac for a number of years, and in addition to his Indian work, he has had charge of the Episcopal Church here, and is much esteemed by the congregation. His uniform kindness and Christian courtesy have won for him universal respect.

*The Catholic Church* of Algonac is referred to in the histories of Marine City and Port Huron. The affairs of the parish are administered by Rev. Mr. Medor, of Marine City.

*Algonac*, one of the oldest settlements in Michigan, is situated at the head of the St. Clair Flats, in Clay Township, about fifteen miles south of St. Clair City. Its location is pleasant, but with the exception of Smith's saw mills and factory, it must be considered to be sleeping out this century. The Episcopal, Methodist and Catholic Churches are well represented. This village, as well as the entire district, is very fully treated in the Stewart Memoirs.

#### BIOGRAPHICAL SKETCHES.

COME ALLEN, dealer in groceries and provisions, is a native of Lower Canada, and was born in the Montreal District September 25, 1833. He attended school there. In May, 1849, he left home and went to the State of New York. He had never been accustomed to work, and could not talk English. He stopped at Albion to learn trade, was there three months and gave it up. Went to Buffalo and worked there for awhile, then went to Detroit. Found very little to do, and had a hard time there. The following spring, he walked up the lake shore to Sanilac County; had no money; when he reached Lexington, he worked all day without breakfast or dinner in building scow and loading lumber; was wrecked on the scow coming to Port Huron. He came here in July, 1850; worked on farm and in brickyard, and soon after went to work for Mr. Poole and remained with him about five years; then traded his horse for a little old building and started a store. In 1862, he bought the corner he now occupies, and since then has carried on the business here. He is building a barge and is interested in other vessel property; also owns houses and land here. In 1857, he married Samantha Tuthill, of this place. She died 1876. Seven children survive—George, Annie, Martha, James, Willie, Winnie, Ettie. In 1881, he married Mary Alore, of Marine City. They have one daughter—Carrie.

SAMUEL BAILEY, farmer, Section 2, P. O. Algonac, is a native of England and was born February 10, 1824. His parents emigrated to the United States and settled in New Jersey; lived there three years, then removed to Canada. Mr. Bailey lived there until 1862, and then came to this county and settled in the town of Clyde, and engaged in farming and working at his trade. He remained there eighteen years. In 1880, he came down on the river to his present location. He owns a good farm of 160 acres finely located. He has held town and school offices. In 1847, Mr. Bailey married Miss H. R. Chrysler, a native of Canada. They have four children—Mary J., now Mrs. Hunter, of Chicago; Alfreda, now Mrs. Clark, of this State; Wesley E. and Chapman R., merchants at Caseville, Mich.

WILLIAM BAIRD, Section 2, P. O. Algonac, is a native of Scotland, and was born July 22, 1818. His parents, James and Janet Baird, emigrated to this country in 1830. Came to the county and settled in the town of China. William attended day school at Fort Gratiot; a soldier was the teacher, and he also attended Sunday school at the Fort. Mrs. Mayor Thompson was the teacher and Superintendent. He has a reward of merit card, dated September 19, 1830, given him by Mrs. Thompson for being the best scholar in the school for the quarter ending at that date. He engaged in sawing in the mill and followed that for twenty five years, and came to Algonac in 1842, and since then for over forty years has resided here. In 1867, he was appointed Deputy Collector of customs, and held that office thirteen years. He has held the offices of Justice of the Peace, Town Clerk, and School offices. He owns sixty-seven acres of land. In 1856, he married Miss Jane Poole, a native of England. She died in 1881. They had one son—Charles, who died in 1861.

CHARLES J. DOWSWELL, of the firm of C. J. Dowswell & Company, general merchants, is a native of England and was born November 22, 1839; upon reaching manhood, he emigrated to the United States and came to Detroit the same year, and remained there four years. In 1865, he came to this county and established a general store, and since then for the past eighteen years has been successfully engaged in the mercantile business here, and the firm of C. J. Dowswell & Company have the leading trade, carrying a large stock, and have the only drug store in the village. They also have the only lumber yard here. Mr. Dowswell has been Acting Postmaster here for the past seventeen years. He has held school offices for some years, and was School Inspector. In 1865, he married Miss Valina Folkerts, a native of this place. They have three children—Charles Clayton, Lillian Theresa and Grace Marion.

CHARLES M. FOLKERTS, farmer, Section 29, P. O. Algonac, is a native of Germany, and was born in Hanover, July 22, 1826. Emigrated to this country in 1852, and came to this county; landed in Algonac on the 17th of May. He bought the land where he now lives; it was covered with timber. He cleared the land and made his farm and has lived here on this place thirty-one years, successfully engaged in farming. Owns 160 acres here and 150 acres elsewhere. He had nothing when he began and his success is owing to his own efforts. He was married July 23, 1864, to Miss Elizabeth Cohrs. She was born in Hanover, Germany. They have three children—Robert C., Almira H., Charles F. They have lost one daughter—Mary H.

THOMAS H. FOLKERTS, farmer, Section 29, P. O. Algonac, is a native of Germany, and was born in Hannover, February 20, 1828. He emigrated to America in 1852, and came to this county the same year. He sailed for four or five years and worked in saw mill for several years. Bought his land and came to this place in 1862, improved his farm and since then has been engaged in farming. Owns 100 acres of land. He has held school offices for the past twelve years. Mr. Folkerts was married December 30, 1862, to Miss Cecilia M. Fisher, a native of this county. Her parents, James and Hester Fisher, are natives of Canada, and are living at Wallaceburg. Mr. and Mrs. Folkerts have six children—James T., Herman H., Annie M., Clinton C., George G. and Arthur F.

CAPT. W. G. HARROW, is a son of George Harrow and Lucretia Peer. His father is the oldest settler now living in St. Clair County. Capt. Harrow was born in the town of Cottrellville, on his father's farm December 28, 1850. His early boyhood was spent there. At the age of thirteen he began sailing on the Old United. He and his brother built the steamboat "Young America," and run on her for seventeen years, serving as engineer three years, and mate six years, and sailed master of her eight years. He is now Captain of the steam yacht Spright, and is half owner, and also owns one-half interest in the barge William H. Pringle.

ALBERT L. HATCH, is a native of this county, and was born in Marine City, December 16, 1842. He is a son of Larkin and Rebecca Hatch, natives of Vermont, and came to this county in 1842, settled in the town of Cottrellville and engaged in farming, and lived there until his death in 1873—his wife and nine children survive him. Albert L. grew up on a farm, and after the war broke out enlisted in the first Michigan Engineers, Company I; served under Sherman in all of his campaigns, and was with him in his march to the sea, and through the Carolinas; served until the close of the war, then returned here. In 1870, he was appointed Keeper of the lower light on the St. Clair Canal, and since then has held that position. He is also interested in vessel property. In 1871, he married Miss Addie Moore, a native of this county. They have three children—Maud, Mabel, Ralph.

JOHN C. HICKEY is a native of Michigan, and was born in the town of Southfield, Oakland County, July 22, 1857. He was brought up and attended school there. Upon reaching manhood, he came to this county in 1877, and entered store and post office at Algonac, and remained there six years. On account of his health he went on the lakes as mate of the schooner Star of Hope, and owns one-third interest. He was married, December 24, 1879, to Miss Clara C. Talbot, a native of Port Huron. They have one child, Harry Talbot.

D. G. JONES, planing mill and lumber, is a native of New York State, and was born in Rensselaer County, August 11, 1822. He came to this county in 1851, and settled at Marine City and remained there five years; then came to Algonac. Was engaged in teaching a number of years before coming West; was mostly engaged in book-keeping since. In 1873, he engaged in his present business, and since then has been connected with the lumber trade and planing mill here. He was elected Supervisor in 1880, and re-elected in 1882 and again in 1883. Has held the office of Township Clerk, Village Clerk and Township Superintendent of Schools, and also Master of Masonic Lodge. In 1847, he married Miss Maria Shearer, a native of Massachusetts. They have three children—Fannie, married Mr. Phillips, Superintendent of Schools, La Porte, Ind.; James, living in Lake Superior; Frank lives in Detroit.

CAPT. F. G. MARSDEN is a native of New York State, and was born in Oswego County, February 3, 1844. His parents came to this county when he was eleven years of age. He began sailing in 1862, on the tug Lion, with Capt. William Dana, and has been on the lakes most of the time since then. Was Captain of the tug Ontario, and sailed the tug Home for the Government. He has the Range Lights on Clarke's Island, opposite Algonac. In 1871, he married Miss Mary Smith, a native of this place. They have three children—Ida M., James, Fred.

CAPT. W. H. MOTT, custodian of St. Clair Flats Canal, is a native of New York State, and was born in Orange County, December 25, 1821. His boyhood was spent in that State, and he learned the trade of millwright. In 1855, he went to Iowa, and engaged in building mills. Remained there until the panic of 1857, and then came to Detroit, and went in with the Detroit Bridge and Iron Works, and engaged in building bridges in the Western States, and was afterward for some years in harbor building on Lake Erie. In 1866, he was appointed Superintendent of construction of the St. Clair Flats Canal, and upon the completion of the work was appointed Custodian, and since then has held that position. Capt. Mott married Miss Nancy J. Laymen, of Catskill, N. Y. She died August 17, 1880, leaving five children—Henry, married and living in Detroit; Ella, married and living in Jackson; Josephine, married and living in Detroit; William, John.

CAPT. GEORGE A. PHELPS, Private Claim 190, P. O. Algonac, is a son of A. P. Phelps and Mary Phelps. They came to this county in 1840. He died in 1848; his wife is still living. Capt. Phelps is a native of this town, and was born November 13, 1846. He began sailing when fifteen years old, and since then, for the past twenty-one years, has been on the lakes. In 1872, he sailed master of the propeller Alleghany; then sailed the Selina and the S. D. Caldwell; was master of these three propellers for ten years, and the present year will sail master of new propeller at Bay City. He owns his farm of eighty acres, and has lived here since 1875. In 1867, he married Miss Rena Ainsworth, a native of this town. Her parents, Henry E. Ainsworth and Marietta Abel, were early settlers of this county. Captain and Mrs. Phelps have two children—Wilbert and Josephine.

CAPT. EUGENE RATHBUN, is a native of Oswego County, N. Y., and was born June 5, 1840. His parents, Orrin and Philinda Rathbun, came to this county in 1849. He began sailing as wheelsman on the little side-wheel boat Canada, when eighteen years old, and has sailed on the lakes twenty-five years. In 1864, sailed master of the tug Zouave. Also sailed the tugs Castle and Burlington, and sailed the Superior three years and a half, and for the past two years has been master of the steam barge Farewell. He has sailed for Robert Hackett & Co. fifteen years. He towed the first lumber barge out of Bay City. In 1862, he married Miss Annie Smith, a native of Algonac. She died in 1882, leaving one son, Harvey D. He was married January 1, 1883, to Miss Harriet Cadott, of this place.



**CAPT. JOSEPH RANDALL**, is a native of this State, and was born on Mackinac Island, June 5, 1826. His parents, Joseph and Margaret Parrish Randall, were early settlers of this State. His father was in the employ of the Hudson Bay Company, and his mother was there during the war. Capt. Randall's boyhood was spent on the island, and at the age of sixteen he began sailing on the steamboat General Scott. In 1850, he was Captain of the schooner Miranda. He has also sailed master of the Williams, the William Foster and the Dan Marble and others. He has been on the lakes over forty years, and is the oldest pilot on Lake Superior. Has been running there since 1846. In 1863, he married Miss Rachel Cook, of this county. They have four children—John, Normal, Winslow, Parnell.

**JOHN M. ROBERTSON**, Deputy Collector of Customs, attorney at law and collecting agent, is a son of Henry and Elizabeth Robertson. His mother was a native of Wyoming County, New York State. His father was born in the town of Cottrellville, in 1804, and settled in this county about the year 1790. Henry Robertson was a Captain on the lakes for some years, and sailed the Old Gratiot, one of the first steamers on the river, plying between Detroit and Port Huron. He died in 1870. His wife died in 1852. Three children survive. John M. Robertson was born in Algonac May 26, 1846. He attended school here. During the war, at the age of seventeen, he enlisted in Company I, of the First Michigan Engineers, and served throughout the war, and was through all of the Sherman campaign and with him in his march to the sea, and through the Carolinas. After the war, he returned and followed sailing until 1870, and since then has been engaged in law practice, and has also held various offices. He held the office of Supervisor three terms, and is holding the office of Justice of the Peace during third term. In 1878, he was appointed principal light-house keeper, at Upper Light, on St. Clair Flats Ship Canal, in place of Capt. W. H. Mott (resigned), which position he resigned in May, 1880, to receive the appointment of Deputy Collector of United States Customs at Algonac, Mich., which position he now holds. He was married December 1, 1872, to Miss Ella Eliza Winters, of New Baltimore, this State. Has one daughter, aged six years.

**ABRAM SMITH**, eldest son of John K. and Catharine McDonald Smith, is a native of St. Clair County, and was born in this town September 8, 1819. His boyhood was spent here. At the age of thirteen, he carried the mail between Algonac and St. Clair, on horse-back. At that time only three men between those points subscribed for papers. He attended school during the winter. He remained on his father's farm until he sold it, and then worked in a saw-mill for four years. He afterward sailed a boat for Tucker & Daniels, between here and Sandusky, and had charge of their lumber-yard there a short time. In 1844, he engaged in the mercantile business and carried it on for many years. In 1856, he engaged in lumbering, bought a mill, and for over a quarter of a century was identified with the business, and also engaged in ship-building during that time. After the pine had given out, he and his son engaged in manufacturing staves and hoops, and also sawing oak timber for ship-building. He owns a large farm of several hundred acres, and a large tract of timber land. Mr. Smith, in 1861, represented the district in the State Legislature and also during the extra war session in 1862. He has held various town offices, was elected Supervisor and President of the Village Board, and school offices. He has served as Moderator of the School Board for the past twenty years. He has been actively identified with the interests of the county and State. Mr. Smith was married November 25, 1844, to Miss Fidelia Burt, a native of Madison County, N. Y. They have five children—James B. (merchant at L'Anse, Lake Superior), Cornelia D. (now Mrs. Seaman, of L'Anse), John A. (engaged in business here), Ella M. and Angus M., at home.

**JOHN K. SMITH** (deceased), one of the earliest and most prominent settlers on the river, was born in Westchester County, N. Y., in 1786. His parents removed to Vermont when he was only three years of age, and he was raised there. He came to Detroit with the army of 1816, and he held the position of Quartermaster, and the following year came up on the river to Stromney's Island and started a pottery there. A discharged soldier who had followed the trade in Philadelphia did the mechanical part of the work, and they took the goods down the river to Canada, in canoes and sold them. In 1818, Mr. Smith came up the river one mile above Algonac and started a store, and during the same year he married Miss Catharine McDonald. She was a native of Scotland, and was born in 1795. She came to Canada with the Belldoon Colony, brought over by Selkirk. Mr. Smith continued trading for some time. He bought land, cleared it, and made his farm. He held various important offices of trust: he was appointed Justice of the Peace of Macomb County by Gov. Cass, in 1818; was appointed Justice of the Peace of St. Clair County by Gov. Cass, in 1821; was appointed Associate Justice of this county by Gov. Cass, in 1826; was appointed Special Commissioner by Gov. Cass, in 1827; was appointed Probate Judge of the county by Gov. Cass, in 1828; was appointed Chief Justice for the county by Gov. Cass, in 1829; was appointed Deputy Collector of Customs in 1832, and held that office and the office of Postmaster until his death. The various commissions for each office, signed by Gov. Cass, are preserved in the family in the possession of his daughter, Miss Jane Smith. He was the first Postmaster, first Probate Judge and first Custom House officer in the county of Algonac. He did the writing for the whole country around. The Indians had great confidence in him, and called him the Big Captain, and would come from a long distance for him to settle their disputes, and his decisions were always accepted as final. Both he and his wife were active supporters and consistent members of the Methodist Church, which was the first church except a small Catholic Church organized in this county. Miss Jane Smith has in her possession the original subscription list with the names of every one capable of giving anything, and what they gave. There was little cash, but all gave in any way they could. Mr. Smith lived here until his death, April 14, 1855. His wife survived him. She died August 22, 1881. Ten children survive—Abram (living here), Sarah C. (now Mrs. Russell, living here), Angus (a prominent business man in Milwaukee), Jane (living here), Anna (living here), Lydia (now Mrs. Hiusdale, living in New York City), Catharine (now Mrs. Rancey, Detroit), Francis Y. (living here), Samuel L. (at Lansing), and Mary (now Mrs. Johnson, of Detroit).

**JOHN A. SMITH**, general merchant and manufacturer of hoops and staves, is a son of Abram and Fidelia Burt Smith, and was born in Algonac, July 26, 1851. He attended school here and entered the State University at Ann Arbor. He did not complete his course but preferred to go in his father's mill, where he



remained some years. In 1873, he went to New Baltimore and engaged in the lumber trade. He carried on the business there five years, then returned here and established their present business of manufacturing staves and hoops. He also has a hoop and lumber interest in Canada. He is engaged in the mercantile business, and is interested in vessel property. He was married November 30, 1880, to Miss Alvena Schnoor, a native of New Baltimore, and a daughter of H. C. Schnoor. They have one daughter, Fidelia Burt.

AURA P. STEWART was born May 20, 1804, at the town of Canandaigua, New York State. His father, Harvey Stewart, was a native of Massachusetts, but became a resident of Ontario County. He married Roda Putnam, by whom he had two sons—Aura P. Stewart and John H. Stewart. His wife dying in 1810, he determined to seek a home in the Territory of Michigan, and accompanied by a brother, he reached Buffalo late in November of 1810. Finding no vessel bound to Detroit, he determined to travel through Canada. Reaching Moravian Town, on the River Thames, he contracted to fill a bill of ship-timber, and delivered the same at Malden, Ontario, in 1811. He leased a farm on the River Thames and put in a crop of wheat and rye. In 1812, he, with six men, began to harvest the grain, when they were driven off by a band of Indians. He then went to Detroit, and was there when Gen. Brock took the town. After Commodore Perry's victory on Lake Erie, the British troops prepared to evacuate Detroit, and the citizens fearing trouble with the Indians after the British troops left, selected eight men to go and inform Commodore Perry of the situation of the town, who, arriving at a late hour at night, was kept until morning. They were questioned by the Commodore, and finding that they were well acquainted with the country through which Gen. Harrison would have to march, sent them with a letter from the Commodore, who engaged them as his guides up the Thames. Harvey Stewart witnessed the battle of the Thames and was the first to recognize Tecumseh dead on the field of battle. Harvey Stewart's children by his first wife were A. P. Stewart and John H. Stewart, the former having held the office of Supervisor and also Justice of the Peace for thirty years, and has been a resident of St. Clair County since November, 1815. John H. Stewart became Master (Captain) of some of the best vessels and boats navigating the lakes, and died in 1865. Harvey Stewart, during the war with England, married Mary Graveraet, a native of Albany, N. Y., by whom he had three sons and three daughters, all living but two—Garret G. Stewart, Esq. (now a resident of Harsen's Island), Capt. Albert Stewart (now Master of the steamer City of Cleveland), Jane (wife of Capt. Daniel McQueen), Sarah (unmarried).

MARTIN SWARTOUT, farmer, Section 28, P. O. Algonac, is a native of Tompkins County, N. Y., and was born September 13, 1824. His parents, John and Catharine Winne Swartout, came to this county and arrived in Algonac September 28, 1836. He bought the land where his son Martin lives; it was a wilderness, and bears, wolves and deer were plenty. He put up a log house and began clearing his land. The next spring they moved on the river and was there one season; then returned to this place and began in earnest clearing his land, making his farm, and during his life lived here. Martin came here with his parents during his early boyhood and was familiar with the trials and hardships incident to pioneer life, and took an active part in them. He has started with two yoke of oxen to take grist to the mill and it would take from two to three days. Since reaching manhood he has been engaged in farming, and has lived on the old homestead farm since 1836. He owns 240 acres of land. He has held the office of Highway Commissioner and has held school offices for the past thirty years. Mr. Swartout was married November 7, 1849, to Miss Lydia Webster, a native of this county. Her parents, James and Jane Schreeve Webster, came to this county in 1838. Mr. and Mrs. Swartout have four children—John M., Alice (now Mrs. Chamberlin), Horace and Nettie.

WILLIAM WARNER, farmer, Section 33, P. O. Algonac, is a native of New York State, and was born in Jefferson County April 12, 1827. When only ten years of age he began sailing on the Henry Crevoilin, and since then has sailed on the lakes every season, a period of forty-four years, until 1882. He was steward on the Manhattan before the canal was built in the Detour Passage at Sault Ste. Marie. He was steward on the Vandalia, the first propeller built at Oswego, N. Y., also on the Canisteo, New York, Buffalo, Bradbury, and is one of the oldest stewards in continuous service on the lakes. He has lived on this place seventeen years and owns his farm. He was married, January 1, 1863, to Miss Emma Wood, of Cleveland, Ohio. They have four children—Charles, Eva (now Mrs. Jackson), Charles and Ernest.

## CHINA TOWNSHIP.

THIS was among the first townships of St. Clair to be peopled by the whites. Previous to 1796, several squatters had possession of lands here, and when, in 1808-12, the United States Government sought to establish such squatters in their possessions, evidence was tendered to show that, for years previous to 1796, improvements were effected by the original white settlers, as named in the chapter on French Pioneers.

The township is rich in its agricultural wealth. Its proximity to railroad and river travel renders every acre valuable. The equalized valuation in 1882 was \$440,670; the number of acres of land, 20,955; and the population 1,628, being an increase of 758 since 1845. The St. Clair Railroad passes through the northern sections. Belle River flows southeast through the township, enters East China in its course to the St. Clair.

## THE PIONEERS OF CHINA.

At a meeting of the County Pioneer Society, held at St. Clair, November 25, a paper, written by Samuel Carleton, on the Pioneers of China was read. The following is Mr. Carleton's account of the settlement of this township:

On the 21st day of October, 1830, I landed near the mouth of Pine River, from the old schooner *Forester*, after a two days' trip from Detroit. I was one of a band of sixteen from old New England. Even in those early days the West offered great attractions for the rising generation, and in February, 1828, at the age of twenty-nine years, I left my native town—Bath, New Hampshire—and started westward. After a stay of nearly three years in the town of Stillwater, N. Y., I pushed still further West, and, with the band before mentioned, arrived at St. Clair, when the prosperous city was yet in its infancy.

What now constitutes the beautiful town of China, was at that time part of the town of St. Clair, and, to the best of my recollection, contained the following settlements: At Belle River Mills, William Gallagher had built a saw mill, grist mill and dwelling house; James R. Wolverton lived on the place known as the Rankin farm, and Michael Duchene on the Balfour farm. I know of no other settlement west from there this side of Romeo, then called the "Hocksie Settlement." Below the mills, John Robertson was clearing a farm. On the south side of Belle River, Daniel McQueen and Mr. Fargo owned farms.

In 1832, a man by the name of Amos Wheeler purchased a tract of land on Pine River, and built a house near the mouth of Cook Creek. The following year it was purchased by Henry Cook. The house is still standing, and I think I can safely say it is the oldest dwelling house in the town. It is now owned and occupied by a man who bears the same name, although not a relative of its original owner. About the same time, John M. Oakes and his father bought the adjoining tract of land up the river, and erected a house. David K. Oakes, a son of John Oakes, owns and resides on the place at the present time. The same year, Peter Carleton, and his son Edmund, settled on the farm now occupied by Edmund Stewart, and a little later William H. Carleton located on the place where William Parsons now resides. James Weeks settled on the farm now in the hands of Mr. Griffith, and Thomas Dart near Belle River, on what is now known as the Barger place.

In 1833, I built a house on the farm where I now reside, and moved there the following year. A little later, Peter Chamberlain located on the place where he now lives, and Mr. Hextell, Henry Hammond, Mr. Latham, F. S. Douglass and Clark Worden in the vicinity of Belle River. Myron Williams lived in the Gallagher place several years in the early days, and owned a carding machine.

The Hart brothers, David and Silas, located in the northwestern part of the town. David is living on his farm. At the decease of his brother, his farm passed into the hands of his sons. John Corwell settled on the place now owned by John McMichael, John St. Clair on the place where his widow now lives, and James Low where his son Thomas lives. John Stewart lived several years in this vicinity, and Jacob McQueen located permanently in the same neighborhood. Richard Arlington settled further up the river. Near this period, Adolphus Smith moved to the place where he still lives, and Squire Gillam on to the farm now owned by Mr. Hewitt. Later, Parker Webster went on to his farm, and Samuel Webster purchased his place of Mr. Morris. Francis Duchene and one of the Minnes had settled previously near the center of the town.

In 1836, or 1837, China became an organized township. The town meetings were held in different places, sometimes in one part of the town and sometimes in another, till the erection of a red schoolhouse, near Belle River Mills, when the town furnished \$50 building funds for the privilege of holding elections there. The meetings were held there till the erection of the town hall a few years ago.

It would be impossible for me to give a personal sketch of each of these first settlers, therefore I have given merely their names and where they located. I think a majority of them were from the Eastern and Middle States.

## EARLY LAND BUYERS

Among the patentees of United States lands in this township, previous to January, 1837, were James Fulton, Section 1; William G. Hathaway, L. J. C. Chatterton, George Smith, T. D. Babcock, Samuel Gardner, Richard Nelson, Thomas Palmer, D. E. Kimball, Lot Clark, S. Warren, J. M. Soverhill, M. Healy, B. B. Kercheval, Stephen Cornwall, David Hart, Richard Allington, Mary Hart, Silas S. Hart, Henry Baird, Andrew Westbrook, M. H. Sibley, J. W. Throop, Daniel Lockwood, James McClenan, Jacob Sims, Barzilla Wheeler, John Beach, Daniel McQueen, Jr., Joseph Piteairn, Bowen Whiting, John Stewart, Chester Baxter, William Steele, William Sweat, Henry Hammond, Franklin Moore, Zachariah Chandler, T. L. Latham, Asahel Northway, Reuben Moore, Samuel Carleton, Edward C. Carleton, W. H. Carleton, Ebenezer Cole, Amos Wheeler, Clark Worden, P. Merrill, George Palmer, Matthias Rikert, Moore R. Barron, William Kingsbery, Mary M. Wheeler, Squire Gillam, Richard Gordon Morris, Henry B. Turner, Trumbul Granger, John Clark, Henry Agens, Joseph Boynton, Samuel Leonard, Miles V. Rood, Almeria Tuttle, Charles Hawkins, Porter Chamberlain, Cornelius Sullivan, Thomas Green, David Robertson, William Gallagher, Samuel Ward, Edward Axtell, Michel Delhene, Charles Cauchois, James H. Woods, W. Willson, Thomas Farger, William Gallagher, Abram Bush, James Rooney, Charles Boyert, John Franz, Joseph Engert, F. G. Frank, Alexander Cummings, Nathan Clark, J. L. Atkins, C. H. Atkins, Joseph Wakeman, W. Franz, George Kraft, Godfrey Dien, Otto Dien, Joseph Noblet, B. W. Sharp, W. B. Wells, Perrine, Hehn, John C. Wheeler, Jacob Warner, James Edwards, J. P. Delentash, Peter M. Dox, Adolph Coburn, Hugh Robinson, Josiah Snow, Benjamin Hager, L. Goddard, A. G. Poir, Jonas C. Brigham, Marcus H. Miles, Valten Sauer, Jonathan Kearsley. The private claims patented were Nos. 302, 303, 304, 306, 310, 358, and 243. See general history for early sketch of these claims.

What was there in this isolated region to justify such toil and sacrifice? Why have men come from pleasant homes in the States— from gay circles which they enlivened and adorned— to contribute, perhaps, like the coral insect to its jeweled reef, their very lives in the splendid new civilization slowly building here? Ah, there was incentive! The stories of the woods had reached the ears of the restless and ambitious. The souls tormented with the perplexing problem of daily bread, and anxious to get on faster in the world, had heard of the rich forests. Poor, selfish human nature bowed to the god that all worship, and came to find his throne. The love of venture and the hope of gain—the old debated problem among the schoolboys, enjoyment of possession and pursuit— started the tide of emigration. Following the vanguard of prospectors to the new paradise— where, after all, fortunes are to be made only by toil, there is found a Columbus in civilization, tracking the wilderness, as the great discoverer did the sea to discover a new world. He finds, and tells the public; others come in and possess the land. They who bought the pinneries and manipulated their properties, have grown rich, and gained seats in the Senate chamber, while the discoverer died poor, alone and friendless. Yet, such lives have not been a failure, seeing their results, and reflecting that history is impartial. And who knows but in that land where every deed and thought is weighed, and all that each has stiven to do considered, a tardy recognition may not come to the patient prospector, and his be rich dividends, without assessment, through an unending term?

## SUPERVISORS

Peter Carleton, 1835-36; Thomas Dart, 1837; Commissioners' Board, 1838-41; David Hart, 1842; Samuel Carleton, 1843; Alfred Weeks, 1844; Lemuel Palmerlee, 1845; John M. Oakes, 1846; John Clark, 1847-48; David Hart, 1849-50; John Clark, 1851; David Hart, 1852; C. Lindsay, 1853; T. C. Owen, 1854; C. Lindsay, 1855; Richard Kirk, 1856; William Butlin, 1857; C. Lindsay, 1858-60; E. E. Carleton, 1861; J. A. Hoffmire, 1862; J. O. Robinson, 1863-64; J. A. Hoffmire, 1865; Chester Rankin, 1866-67; Frederick Lindon, 1868; Chester Rankin, 1869-71; M. F. Carleton, 1872; M. Hanpin, 1873; Chester Rankin, 1874; James Pourie, 1875-76; John Chamberlin, 1877; Frederick Lindow, 1878-82.



## JUSTICES OF THE PEACE.

James B. Wolverton, 1828; Silas S. Hart, 1838; Samuel F. Hopkins, 1839; Edmund E. Carleton, 1840; Seldom Freeman, 1841; L. B. Wolverton, 1842; Lemuel Palmerlee, 1843; William Fenton, 1843; C. Lindsay, 1844; Moses R. Carleton, 1844; William Fenton, 1845; C. Lindsay, 1846; Samuel F. Hopkins, 1847; William Cook, 1849; John Baird, 1849; George Clarke, 1850; Lambert Record, 1850; James T. Clark, 1850; Dolphus Smith, 1851; James S. Clark, 1851-53; Tubal C. Owen, 1853; George Clarke, 1854; Cortland Lindsay, 1856-57; Jonathan Whitecomb, 1857; Silas S. Hart, 1858; James O. Roberson, 1859; Porter Chamberlin, 1860; C. Lindsay, 1861; Dolphus Smith, 1861; J. O. Roberson, 1862; John Byrne, 1862; Peter Wood, 1863; John Byrne, 1864; Chester Rankin, 1865; J. O. Roberson, 1866; Thomas Trevis, 1867; David K. Oakes, 1868; Thomas Trevis, 1869; J. O. Roberson, 1870; A. W. Griffith, 1872-76; C. Chamberlin, 1873; J. M. Richards, 1874-77; Peter Wood, 1874; J. Riley Worden, 1874; N. Westrick, 1875; M. Schriener, 1875; L. R. Robbins, 1879; A. W. Griffith, 1880; F. Osborn, 1880; L. Chamberlin, 1881; Peter Wood, 1882; Jacob Westrick, 1882.

In China, two tickets were run in 1882. The following were elected: Supervisor, Frederick Lindow; Clerk, Peter Wood; Treasurer, William Duchane; Justices, Peter Wood, Jacob Westrick; School Inspectors, Nicholas Westrick, George Schriener; Highway Commissioner, Fletcher Osborne; Drain Commissioner, Thomas Wood.

*China*, in East China Township, was once a Post Office village. It is only three miles below St. Clair.

The Farmers' Protection Society, of China, was organized in February, 1874, with W. A. Tripp, Dolphus Smith, John N. Kemp, J. McMichael, Calvin Chamberlin, Andrew Husel and Clement Duchane original stockholders. This society appears to have been re-organized May 9, 1874, with fifty-one shareholders.

## BIOGRAPHICAL SKETCHES.

AUSTIN ABBEY, farmer, Section 16, P. O. St. Clair, is a native of New York and was born in Richmond, Ontario County, November 30, 1832. He lived in that State until 1858, and came that year to this county and settled in the town of China. During the war, he enlisted and served in Battery H, First Michigan Light Artillery. After the war, returned to this town, and since then has been engaged in farming; has held school offices. In 1858, he married Miss Elizabeth Gage, a native of New York State. They have two children—Sherwood and Lora.

MRS. MARY ALLEMAN, general store, Section 15, P. O. St. Clair, is a native of Michigan and was born in the city of Detroit. His parents, John Sadler and Annie (Gill) Sadler, came to this State in 1833 and settled in Detroit, then a very small place. Mrs. Alleman was brought up there, and in 1858 married Sebastian Alleman, a native of Switzerland. He came to this county when eighteen years of age and settled on Belle River. He was a shoe-maker by trade and engaged in farming. After the war broke out, he enlisted in Company E, Twenty-second Michigan Volunteer Infantry. He was wounded in the battle of Chickamauga five times and left on the field for dead, but partially recovered and draws a pension. Mrs. Alleman has been engaged in business here for the past four years. They have two children—Emily and Edward.

REV. WILLIAM ALLINGTON, farmer, Section 6, P. O. St. Clair, is a son of Richard and Elizabeth (Baird) Allington. He was a native of England and she was born in Scotland. They came to this county in 1839. He was a soldier at Ft. Gratiot and helped build the fort there and served out three terms of enlistment. He bought land in this town in 1835, then a wilderness, cleared the land and made his farm and lived here until his death, December 15, 1875. His wife died in June, 1843. He was one of the earliest settlers here, and was always active in church work. William B. Allington, his son, was born in the town of China, on the farm where he now lives February 21, 1837. He was brought up and attended school here and prepared for the ministry. He afterward engaged in preaching for ten years in the conference, in regular work, but on account of his health had to give up regular preaching and engage in farming. Is still in the local work. He owns 180 acres of land, and lives on the old homestead. In 1861, he married Mary J. St. Clair, a native of this county. She died in 1872 and left four children—Frederick, Richard, John and George. In 1874, Mr. Allington married Miss Lucy Atchison, a native of New Brunswick. They have two children—Mary G. and Robert A.

THADDEUS W. BACON, farmer, Section 12, P. O. St. Clair, is a native of New York State, and was born in the town of Waterloo, Seneca County, May 7, 1830. His father was Joel W., a native of Pittsfield, Mass., who removed to New York State when nine years of age, his mother, Emma (Billings) Bacon, was a native of New England, and was born in Connecticut. Her mother was an Allen, a descendant of Ethan Allen, of Continental fame. Mr. Bacon's father practiced law in his native State until he was thirty, when he moved onto his farm. He was an intimate, personal friend of Hon. William H. Seward. He was actively interested in and identified with the interests and prosperity of his town and county. Mr. Bacon's boyhood was spent

of Seneca County, and he attended the common schools and completed a course of study at the Western Academy. He remained in his native State until 1856, then came to Michigan and settled in St. Clair County, in the town of China, on the land where he now lives, which was then owned by his father. Mr. Bacon cleared the land and made his farm, and since then, for over a quarter of a century, has resided here and successfully engaged in farming and owns 100 acres of land. He is actively interested in the welfare of the town and county, but is not in office, and he will be proud to have the honor to be elected to any office. Mr. Bacon was united in marriage, in New York September 30, 1857, to Miss Clara Miller, a native of Rome, Seneca Co., N. Y., daughter of Ezra Miller, who was born in Pittstown, Rensselaer Co., N. Y., and was a brother of Judge Miller, of Auburn, N. Y. Her mother was a native of Elmore, N. Y., daughter of Dr. Parker, a prominent physician of that State. Mrs. Bacon is a cousin of Mr. William H. Seward. Mr. and Mrs. Bacon have ten children, seven daughters and three sons—Francis, Leila, Clara, Fannie, Theodore, Waite and Francis Miller, all at home.

CORNELIUS BENSTED, farmer, Section 2, P. O. St. Clair, is a native of England, and was born September 30, 1823. He grew up to manhood there and came to the United States in 1850, and lived one year in Ohio and then came to this county and began working in a ship yard at St. Clair. After a few years, in 1855 he bought the land where he now lives. It was heavily timbered; he cleared the land and made his farm, and since then, for the past twenty-eight years, has lived here and engaged in farming. He has held school offices; he has been married three times. In 1848, he married Mary Allen, a native of England; she died September 25, 1866, leaving one daughter—Mary, now Mrs. Wood. In 1868, he married Mrs. Mary Hilborn, native of York State; she died April 18, 1877, leaving one daughter—Susie. He married his present wife, Mrs. Jane Campbell, of this county, December 9, 1880. They have one son—Cornelius. She has five children by former husband—John, Nellie, James, Robert and Albert.

JOHN CHAMBERLIN, farmer, Section 15, P. O. St. Clair, is a native of this county, and was born in the town of China February 7, 1844. His parents, Porter Chamberlin, a native of Massachusetts, and Lovicy Worden, a native of New York State, were among the early settlers here. His father came here in 1829 and engaged in lumbering. He and his wife moved where they now live in 1835. They have four children living. John, the eldest son, was brought up and attended school here, and since manhood has been engaged in farming. He owns the farm where he now lives; has also sailed on the lakes. He superintended the building of the steam barge Porter Chamberlin, and was interested in her. In 1866, he married Miss Blanche E. Kinyon, a native of the town of China, and daughter of Myron Kinyon, one of the early settlers here. They have two children—Kittie B. and Myron K. Mr. Chamberlin has held the office of Supervisor, Town Clerk, Town Treasurer and Justice of the Peace.

WILLIAM H. COOK, farmer, Section 11, P. O. St. Clair, is a native of St. Clair County, and was born in the town of China in 1846. His parents, William and Cordelia Cook, were early settlers in this county. His father died October 12, 1858, and his mother died February 20, 1878. Henry grew up and attended school here, and since reaching manhood has been engaged in farming. He owns his farm of sixty acres. In 1870, he married Miss Clara Warren, a native of the city of Buffalo, N. Y. They have three children—George W., Nina B. and Warren S.

JONATHAN DEWHIRST, farmer, Section 2, P. O. St. Clair, is a native of Ohio, and was born near Cincinnati October 18, 1824. His parents moved to Canada when he was seven years old, and lived there until 1841, then came to this State and lived on the Gov. Cass farm three years, and in 1844, came to this county and settled where he now lives. It was all heavily timbered then and there were no settlers west of him this side of Belle River. He engineered the cutting of north road. He cleared his land and made his farm, and since then has lived here and been engaged in farming. He owns 240 acres of land. He had nothing when he began life. He was married July 4, 1845, to Miss Mary Bunn, a native of Canada. She died March 20, 1871. She left three children, only two survive—Emma (now Mrs. King, living in Lapeer), Franklin (living here). He married Mrs. Susan Burns, of Bellville, Canada, April 20, 1872. She has three children—Mabel, Frank and James.

CLEM DUCHANE, farmer, Section 22, P. O. St. Clair, is a native of St. Clair County and was born at Newport, now Marine City, January 14, 1833; his parents were Francis Duchane, born in Wayne County, Mich., and Clara Duchane, a native of Canada. They were among the early settlers of this county; Clement was brought up in this county and has lived here fifty years; since reaching manhood he has been engaged in farming and working at trade of carpenter and joiner. He owns 100 acres of land, and his farm is well improved; he has held the office of Commissioner of Highways seven years, and Tax Collector five years. In 1856, he married Mrs. Janette Allen *nee* Baird, a native of this county. They have six children—Clara, David, Sophia, Estella, Joseph and Maggie.

ALPHEUS EARLE, farmer, Section 12, P. O. St. Clair, is a native of Vermont and was born May 20, 1815; he came to Michigan and settled in this county in 1836, and was one of the early settlers here. A few years after coming here, he bought land in the town of China, cleared and made his farm, and engaged in farming; has lived here on this place forty-two years; has held the office of Supervisor and Assessor; in 1842 he married Miss Jane Nichols, adopted daughter of Samuel Hopkins; she died February 9, 1865, and left six children—Hattie, Urana, Edwin, Mary, Clara and Sylvester. Mr. Earle was married to Margaret Fairchild, his present wife, July 4, 1866; she is from Illinois. Edwin Earle is the oldest son of Alpheus Earle and Jane Nichols, and was born in the town of China January 9, 1852. He was brought up and attended school here, and has been engaged in farming, and now owns the home place; he married Miss Laura Burrows February 24, 1880. She is a native of this county, and was born in town of Cottrellville.

HENRY HAMMOND, one of the pioneers of Michigan, is a native of New York, and was born in Washington County; his parents moved to the town of Bolton, Warren County, with their son, Henry, who was a mere boy; there they lived until he grew to be a man, and at the age of twenty-three he was married to Miss Esther Roberson, a native of Bolton, Warren Co., N. Y., in the year 1831; in November, 1832, their

first son was born, which they named Horace N. Hammond, and in May, 1833, the young couple with their son, then about six months old, left their native home and started for Michigan, which was then an almost unbroken wilderness, an arduous undertaking in those days of no railroads, and their route was slow but sure, going by way of canal to Buffalo, then to Detroit on the steamboat, Pennsylvania, and from Detroit to St. Clair on a sail vessel, then being anxious to cast his lot among the farmers of Michigan, he moved from St. Clair to Belle River about four miles, where he rented a farm of one of the old French settlers, and commenced to till the soil, he rented the farm for eight years, and while there two more children were born to them—James M. and Julia A., making two sons and one daughter, which were all they ever had; but before his time expired on the rented farm he bought one of Uncle Sam containing eighty acres in Section 10 North, of Range 16 East, and erected thereon a neat frame house, to which he moved in the spring of 1842, where they have lived ever since, about forty-one years, and fought the battles and endured the hardships of a pioneer life; in those early days the wolves would come around the house and make night hideous with their howls; in autumn the black bear was frequently seen in the corn fields, and when the settlers retired to rest he would venture still nearer and often take from the sty a fat pig to satisfy his ferocious appetite; yet undaunted, they toiled on and cleared their farm and raised their children, and are now enrolled among the oldest settlers living here; their oldest son, H. N. Hammond, at the age of nineteen, commenced teaching school, which profession he followed for twenty years. In the fall of 1858, he was married to Miss Laura A. Blanchard, of Wayne County, Mich., and settled in the township of East China, St. Clair County; they have three children—Ida A., N. Frank and H. Willie Hammond. James M., the second son, since reaching manhood has been engaged in farming, and now farms the home place. He was married March 15, 1860, to Miss Louisa Perry, a native of Macomb County, Mich., and they also have three children—Julia A., Burton R. and Henry, their youngest child and only daughter was married September 29, 1859, to H. M. Carleton, a farmer, and lives about two miles from her parents in the same town and county, and have no children.

JOHN HART, farmer and lumberman, Section 7, P. O. St. Clair, is a native of New York State and was born in Tompkins County, July 22, 1835; his parents, Silas and Maria Hart, were natives of the same State, and came to this county in 1836 and was among the early settlers here; he settled here where his sons now live; it was a wilderness; he was a millwright and joiner, and built mills at Flint, St. Clair, and other places. He died in 1870 and his wife died in 1876. They left four children. John, the oldest son, came here with his parents and was brought up in this county, and since reaching manhood has been engaged in lumbering and farming, he owns a good farm of 140 acres. In 1876, he was elected Sheriff of St. Clair County, and afterward held the office of Under Sheriff until 1883. In 1864, he was united in marriage to Miss Clara Carleton, a native of this county. They have two children—Edmund and Hugh.

ANDREW HUSEL, farmer, Section 11, P. O. St. Clair, was born at Hurnheim, in the western part of Bavaria, Germany, September 1, 1831; his father's name was Zacharias J. Husel, was a manufacturer and dealer in woolen and cotton goods, and served as Town Councilor for fifteen years prior to leaving his native place. Andrew received a liberal education in the public schools of his country up to his fourteenth year; after that he received some private tuition in the higher mathematics. In 1850, his father with his family emigrated to the United States and the same year came to St. Clair, and the following year bought the land which is now owned and occupied by his son Andrew. After their settlement Andrew became a pupil in the High School at St. Clair, his object was to obtain a knowledge of the English language. In the winter of 1851, he entered the employ of John Nichols, woolen manufacturer, and the following year he with his two brothers began to clear the land his father purchased; his father died the same year, and Andrew assumed the management of affairs; he was married December 3, 1852; his wife's maiden name was Miss Maria Ann Klinglers; she was born in Deggingen, Bavaria. Since then Mr. Husel has been successfully engaged in farming, during the war he enlisted and served in the Fourth Regiment Michigan Infantry, in the Army of the Cumberland, and was discharged in 1866; has served as President of the Farmer's Protective Association of China Township, and is President of the German Mutual Farmer's Insurance Company; has served as member of Executive Board of County Agricultural Society, and is actively identified with the interests of the town and county. Mr. and Mrs. Husel have seven children—Fred, lives in town of St. Clair; Charles, at home; Mary, in Dakota; Jennie, now Mrs. Parsons; Helen, now Mrs. Bathey, in Dakota; Andrew, now in Dakota; Laura, at home.

SILAS D. KING, farmer, Section 14, P. O. St. Clair, is a native of Newport, R. I., and was born May 9, 1811. His parents removed to New York on the Hudson River during his boyhood, and lived in that State until 1852, and then came to St. Clair County and settled in the town of China, where he now lives; cleared the land and made his farm, and since then, for over thirty years, has lived here and engaged in farming. He has held school offices most of the time since he came here. In 1832, Mr. King married Miss Nancy Webster, a native of New York, and sister of Parker and Samuel Webster, who were among the earliest settlers now living in this town. Mr. and Mrs. King have four children—Charles H., Martha (now Mrs. Collins), Eleanor (now Mrs. Marks), Jessie (now Mrs. Fairfield).

MIRON KINYON, farmer, Section 13, P. O. St. Clair, is a native of New York State, and was born in the town of Bolton, Warren County, April 20, 1824. When he was only eight years old, his parents came West to this territory from Detroit. They came with three other families, thirty six in all, in an open boat, up the St. Clair River, and reached this county in the middle of the night of December 15, 1832. They settled in this town and were among the earliest settlers here; bought land and began clearing it. After reaching manhood, Miron began sailing and was on the lakes seven years. He then bought the land where he lives; there was only eight acres cleared. He cleared it of timber and made his farm and paid for it in cutting and hauling wood at \$1 per cord, delivered at the river. He earned the reputation of the greatest chopper in this part of the country, and he has cut a cord of wood in fifty-five minutes from the standing trees. He handled himself eighteen hundred cords of wood in one summer, and has piled fifty cords in one day. Mr. Kinyon has lived on this place since 1851. He owns a good farm of 140 acres, for five years has been Di



rector of the Farmers' Mutual Insurance Company. He has been married three times. His first wife was Barbara Mitchell of Canada. She left one daughter, Blanche. His second wife was Nora Mitchell of Canada. She left one daughter, Maria. His present wife was Catharine Stewart, of New York State. They have two children—Seneca and Mary C.

**PETER MINNIE**, farmer, Section 23, P. O. St. Clair, is a son of Lambert Minnie and Sulie St. Barnard; he was born in the town of Clay in 1803, and she was born on Grosse Pointe the same year. They grew up in the town of Clay. Mr. Minnie's grandfather came to this county in 1790; his mother and father came to Detroit before it was burned. His parents settled in the town of Cottrellville; lived there thirteen years, then moved on Swan Creek, and afterward came on Belle River and lived in the town of China until his death in 1869; his wife died in 1877. Peter Minnie was born in the town of Clay in 1827 and lived with his father until of age; then engaged in farming a short time and moved to St. Clair and worked in a saw-mill two years. Moved on Swan Creek and lived there two years; bought eighty acres and built the first house on the Lindsey road, and from there moved to Marine City; in 1854, he bought the farm where he now is and has lived here twenty-nine years; owns his farm of sixty-three acres; has held the office of Highway Commissioner. In 1849, he married Sophia Duchane; she died December 25, 1863, leaving two children, Peter and Josephine. In 1854, he married Julia Martin, of Montreal. They have one son—Henry—living in this town.

**J. B. MEULLITNER**, Section 4, P. O. St. Clair, is a native of Germany, and was born in Bavaria, November 11, 1823. He emigrated to America in 1852, and came to St. Clair the same year in July, and worked for Mr. Douglas the two years following. In the fall of 1856, he was married to Miss Mary Salter, and moved on the farm where he now lives, having but \$80 when he came to this country. He now owns 270 acres of land. Their success is owing to their industry and management. He has a family of five boys and five girls and resides five miles west of St. Clair; is located in the midst of a fine agricultural district.

**DAVID K. OAKES**, farmer and fruit grower, Section 1, P. O. St. Clair, is a native of St. Clair County, and was born in the town of China, February 18, 1837. He is a son of John M. and Minerva (Parker) Oakes. Subject's mother had two children by her former husband (Parker)—Eliza and Henry, both of whom reside in St. Clair Town. He was a native of Rockingham, Vt., and she was a native of New York State. He came to this county first in 1822, and two years later returned here and engaged in lumbering on Black River, and built several mills on the river. In 1832, he came on this place with his father. It was then a wild forest of timber. They cleared the land and made the farm. He was married May 19, 1834, to Mrs. Minerva Parker. She came to this county in 1832. They were among the earliest settlers here. He held the office of Town Clerk, Town Treasurer, Supervisor and Justice of the Peace. He died February 24, 1854. His wife survived him many years and died in October, 1875. Six children survive—Harriet (now Mrs. Henry Luck; resides in St. Clair town), David K. (living here), Mary (now Mrs. Kingsbury, resides in Kinderhook, Mich.), Sarah (now Mrs. Randall), George (living in St. Paul, Minn.), Emily (now Mrs. Northrop; living in St. Paul). All born on this farm. David was born on this farm and was brought up and attended school here, and since reaching manhood he bought the interest of the heirs in the home place and has resided here and been successfully engaged in farming, gardening and raising small fruits. He owns a good farm of seventy-two acres, finely located and well improved, and also owns other property. He has held the office of Justice of the Peace. Mr. Oakes was married February 6, 1858, to Miss Charlotte E. Luck, a native of New York State, and daughter of William and Jemima Luck of that State. Mr. and Mrs. Oakes have one son—John W. He was born here December 27, 1858; was brought up here and married Miss Hannah A. McElhinney, a native of Nova Scotia. They have two children—Mary E. and David W.

**WARREN J. PARSONS**, farmer, Section 14, P. O. St. Clair, is a native of this county, and was born in the town of China, on the place where he now lives, June 17, 1854. His parents, William A. and Lovina (Weeks) Parsons, were among the early settlers here. When they came there was only a bridle path from St. Clair to Belle River. He bought this land, cleared it and made this farm. Mrs. Parsons died in 1876 and he died in 1878. Warren grew up and attended school here and since reaching manhood has been engaged in farming; owns his farm of eighty acres. He was married June 20, 1876, to Miss Jennie Husel, a native of this town and daughter of Andrew Husel, Esq. They have two sons—Charlie P. and Ralph A.

**JAMES POWRIE**, farmer, Section 8, P. O. St. Clair, is a son of Peter F. Powrie, a native of Scotland. He married Mrs. Jane McDonald, a native of Dundee, Scotland. They came to this country in 1846, and came to this county the same year and settled in Marine City (then Newport), and lived there seven years; then bought land in this town and cleared it, and made his farm and lived here until his death in 1878, leaving seven children—Stewart M., James, Peter F., Margaret J., Agnes C., Emily and Mary. James Powrie, the second son, was born in this county at Marine City (then Newport), March 29, 1848, was brought up and attended school in this county. Since reaching manhood, with the exception of two years in Port Huron, has been engaged in farming on the home place. Mr. Powrie married Miss M. J. Stewart, a native of the city of St. Clair, August 6, 1873. They have two children—M. Alice and Agnes Jean.

**LEVI R. ROBBINS**, farmer and stock-raiser, Section 3, P. O. St. Clair, is a native of Niagara County, N. Y., and was born in February, 1824. He served an apprenticeship to the trade of carpenter and joiner, in Buffalo and in New York City. He went to Buffalo in 1844, and began working at his trade, and afterward engaged in building, and for many years was extensively engaged in contracting and building in the city of Buffalo. In 1858, he went to Orleans County, and lived there until 1869, when he came to this county and settled on the land where he now lives. He owns 320 acres, and is engaged in farming and stock-raising. He feeds and handles a large amount of stock. In 1846, Mr. Robbins was married, in the city of New York, to Miss Lucinda A. Dodd, a native of New Jersey. They have four children—Nelson W., lives in this county; Charles H., on the farm with his father; Ben D., lives in Alpena; Willis J., at home.

**CASPAR SCHREPPPEL**, farmer, Section 9, P. O. St. Clair, is a native of Germany, and was born in Bavaria February 26, 1816. He emigrated to this country in 1850, and came to this county and settled in the town of China on the place where he now lives. It was all woods then. He cleared the land and made his

farm, and since then, for thirty three years, has lived here and engaged in farming. He owns a good farm of eighty acres. In 1852, he married Miss Charlotte Schmidt. She was born in Wittenburg, Germany. They have three children—Maggie, Henry and John. They have lost three children—Jacob, Catharine and Caspar.

**JOHN SIMONS**, farmer, Section 2, P. O. St. Clair, is a native of England, and was born March 27, 1825. After reaching manhood, he emigrated to the United States in 1852, and came the same year to St. Clair County, and settled in the town of China on the place where he now lives. It was all woods here then and no roads. He cleared the land and made his farm, and since then, for over thirty years, he has resided here and engaged in farming. He owns 110 acres of land. Mr. Simons has been twice married. His first wife was Caroline Crane, a native of New York State. She died March 15, 1880, leaving three children—Alice C., William D. and Daniel J. She also left two children by a former husband—Harriet A. and Fred L. In July, 1881, Mr. Simons married Helen Wright, a native of this county.

**CAPT. L. L. SLYFIELD**, of St. Clair, is a native of Michigan, born in said county of St. Clair December 25, 1832. His parents, William and Syrena Slyfield, came to this county in the year 1831, then almost an unbroken wilderness. Capt. Slyfield began sailing in the year 1847, then fifteen years old. In 1853, he bought and sailed the small schooner Allen Sinot. Has sailed other vessels and steamers, including schooners Palo Alto, Lyon, New Haven, tugs Bob Anderson, Kate Williams and others; also propeller Burlington, Barges, Eldorado and Fulton. He is at present owner and master of the freight propeller Cleveland. Has been constantly in the marine service during the period of thirty-six years. He married Weltha Rankin, a native of this county. They have four children—Arthur, George, Mary and Weltha. He owns a good farm well improved, where he has lived since 1876.

**E. C. STEWART**, farmer, Section 11, P. O. St. Clair, is a native of St. Clair County, and was born in the city of St. Clair June 8, 1848. His parents, John Stewart and Agnes Baird Stewart, were among the early settlers of the county, having left Scotland in 1829, and settled in the vicinity of St. Clair. John Stewart was mate of one of the first boats that sailed on the lakes. The farm where E. C. Stewart now lives was bought from the United States Government in 1833 by his uncle, E. E. Carleton, who built his log-cabin when the now cultivated fields were pathless woods. Since reaching manhood, Mr. Stewart has been engaged in farming exclusively. He married Miss Helen Torrey, formerly of New Orleans, La., on the 13th of November, 1872. Their family consists of two children—Judith Agnes and Alice Jean.

**WILLIAM A. TRUMBLE**, farmer, Section 2, P. O. St. Clair, is a native of New York State, and was born in Jefferson County May 23, 1841. His parents came to this county in 1848, and settled in St. Clair. He began sailing when seventeen years old, and followed the lakes nine years. He enlisted in the navy during the war, and served on the gunboats Vidette and Pioneer. After the war he sailed on the lakes. Has been engaged in farming since 1872, and owns a farm of fifty acres. He has held school offices. In 1863, he married Miss Harriet A. Crane, a native of New York State. They have five children—Walter, Charles, Alice, Clinton and George.

**PARKER WEBSTER**, farmer, Section 12, P. O. St. Clair, is a native of Vermont, and was born in Rutland County April 4, 1813. His parents removed to Buffalo in 1816, and lived there until 1822, when he came West with his father to the Territory of Michigan, and came up the river to this county, and were among the earliest settlers here. Remained here five years, and then went back to Buffalo and learned the trade of baker. Two years later he returned to this county again. He was married, February 5, 1837, to Miss Anna Cook, of London, Canada, and they came on the place where he now lives the same year. It was covered with timber. He began clearing it and made his farm, and has lived here forty-seven years. He owns a good farm of ninety acres near town. There was not a school in the county when he first came here. He has held the office of Supervisor, Justice of the Peace, and school offices. His wife died in 1856, leaving three children—Orrin, living in this county; Winfield S., Principal of schools, Benton Harbor; Marion, now Mrs. A. Grout. In 1858, Mr. Webster married Mrs. Olive Covet, of New York State. She died in 1862, leaving one son—Daniel P., attorney at law in St. Clair. In 1863, Mr. Webster married his present wife, Mrs. Maria Cook, a native of Canada.

**SAMUEL WEBSTER**, farmer, Section 12, P. O. St. Clair, is a native of Vermont, and was born in Rutland County, June 20, 1815. When only seven years of age, he came, with his father, to Detroit, in 1823, and in the fall of the same year, came up the river to Fort Gratiot. His father came as a trader, buying shingles and getting out lumber, and afterward bought land in the town of China, and made his farm and engaged in farming until his death. After reaching manhood, Samuel bought land, cleared it and made his farm, and since then has been successfully engaged in farming. He owns 170 acres of land, and has lived on his farm forty years, and is one of the oldest living settlers in the county. In 1848, he married Miss Eliza Lockwood, of this State; they have two children—Rosanna, now Mrs. Lorts, living here, and Martha, at home. They have lost five children.

**AMOS W. WHEELER**, carpenter and builder and farmer, Section 1, P. O. St. Clair, is a native of New York, and was born in Jefferson County June 1, 1833. He was brought up in that State and learned the trade of carpenter and joiner. He came to this county in 1866, and settled in the town of China, and since then most of the time has been engaged in building—also did some farming. Has lived on the place he now occupies since 1872; he has held the office of Highway Commissioner two terms. In 1861, he married Mrs. Martha Cook, a native of New York State; they have two children—Mary L. and William J.

**PETER WOOD**, farmer, Section 21, Township 4, Range 16, 80 acres, P. O. St. Clair, is a native of England, and was born in the city of Liverpool April 29, 1819. After reaching manhood, he engaged in business there for some years. He emigrated to the United States in 1848, and came to this county in August of the same year, to Marine City. After being here a few months, he went to Cleveland, Ohio, and remained eight months, then returned to this county and bought a farm in the town of Cottrellville; lived there six years, then bought the land where he now lives, made his farm and since then has been successfully engaged in farm-

ing. During the war he enlisted as private in Battery H, First Maine Light Artillery, was promoted to Quartermaster Sergeant, and held that position when mustered out. Mr. Worden has been actively identified with the interests of the town, has held the office of Supervisor, Highway Commissioner, Drain Commissioner, school officer, and is serving his fourth term as Town Clerk. He was elected Justice of the Peace in 1879, and since then, for the past twenty-four years, has held that office. He was married, May 1, 1838, to Miss Ann Hopes, a native of Chester, England. They have six children—Ellen, now Mrs. Robertson; Elizabeth, now Mrs. Hawkins; Henry, living at Richmond; Thomas; Emme and Joshua L., at home.

**F. G. WORDEN**, farmer, Sections 11 and 14, P. O. St. Clair, is a son of Clark Worden and Irene (Donaldson) Worden, both natives of Massachusetts. They came to this State and settled in the county of St. Clair, on the river, four miles below where now stands the city of St. Clair, and were among the earliest settlers there. He bought a tract of land (over 200 acres), cleared it and made a farm and lived there until 1835; then sold it, and bought a larger tract, cleared and made it his home. He died in 1849; his wife died in 1871. They left six children—John W., Louisa, Clark, Francis G., William H. and James P.; John and Clark have since died. Francis G. was born September 22, 1825, the same year his parents came to this county. He was brought up here, and has lived here more than half a century, and is one of the oldest settlers now living; owns a good farm, well improved, and is a substantial citizen. He married Miss Rose A. Tripp, a native of Erie County, N. Y. They have brought up several children, having now two adopted boys.

**JOHN R. WORDEN**, farmer, Section 14, P. O. St. Clair, is a son of John D. and Esther (Walker) Worden, both natives of Ontario County, N. Y., and were among the early settlers of this county. John R. is a native of this county, and was born in the town of China, on the place where he now lives, October 14, 1844; he was brought up and attended school here. In 1874, he went to Au Sable and engaged in lumbering, and remained there until 1881, then returned here and engaged in farming; owns a farm of sixty acres; has held office as Town Clerk two years, and is now Justice of the Peace. In December, 1872, he married Miss Libbie Buel, of Holly, this State. They have three children—Scott B., John R. and Frank.

## EAST CHINA TOWNSHIP.

**E**AST China Township was organized in 1850, with H. A. Baird, Supervisor. It is a fractional township, embracing a small area of level land, bordering on the St. Clair. It is watered by Pine and Belle Rivers. The population of China proper and East China in 1845 was 870. In 1854, the population of the little township was 204; in 1870, 297, and in 1880, 337. The area is 3,833 acres, and the equalized value \$138,205. The number of children of school age in this township is 116, and the amount of Primary School fund allotted for 1881-82, \$122.96.

Among the first permanent settlers were the Recors, Bairds, Phillips, Jeromes and Clarks. The land buyers, from 1824 to close of 1836, in this township, are named as follows: Samuel Ward, Jonathan Kearsley, Samuel W. Dexter, Daniel Stewart, in 1824; Edward H. Rose, Nancy A. Bissell, Horace R. Jerome, Benjamin Bissell, Reed Jerome, Edwin Jerome, Shilometh S. Hall, Mary Clark, Andrew Westbrook, Abram Edwards, previous to 1834. Private claims within the township are known as numbers in Tp. 4, N. R. 16, E.

### SUPERVISORS

H. Baird, 1859; L. T. Remer, 1860-72; William D. Hart, 1873-80; Laurence T. Remer, 1881-82.

### JUSTICES OF THE PEACE

John C. Parry, 1859; Laurence T. Remer, 1859; James S. Clark, 1859; Benjamin Bissell, 1860; Benjamin A. Owen, 1860; James P. Hagerman, 1861; Reed Jerome, 1862; James Moore, 1863; Stephen Parlon, 1865; W. H. Bakewell, 1866; H. N. Hammond, 1866; A. P. Phillips, 1867; Peter A. Marshall, 1867; Lawrence T. Remer, 1867; Charles N. Baker, 1869; Peter A. Marshall, 1872; A. P. Phillips, 1872; Henry Baird, 1873-74; L. T. Remer, 1873-74; Charles Recor, 1873; John S. Clark, 1874; B. S. Denis, 1874; Charles W. Phillips, 1875; P. A. Marshall, 1875; A. T. Young, 1875-80; Joseph Brown, 1875; B. S. Denis, 1877; Ira Jerome, 1877; L. T. Remer, 1879; Ira Jerome, 1880; James Lamb, 1881; H. N. Hammond, 1882; John C. Young, 1882.

In East China, L. T. Remer was re-elected Supervisor by a majority of one in 1882.



The early history of East China is related in the general history, and in that of the older adjoining townships.

#### BIOGRAPHICAL SKETCHES.

**WILLIAM F. ALLEN**, farmer, Section 13, P. O. St. Clair, is a native of New York State, and was born in Onondaga County in 1822. His parents came to this county in 1832, when he was only ten years of age, and settled on Swan Creek—in a wilderness; there were no roads, and they had to carry their wheat and supplies on their backs. Mr. Allen worked for \$10 a month, and paid \$14 a barrel for flour; then divided it in three parts, put in bags and carried it home, ten miles, on their backs. He worked six years for old Capt. Clarke; afterward bought land, cleared it of timber, cut 600 cords of wood to pay for his land—used to cut five cords of wood a day, and get 25 cents a cord for cutting it; owns good farm; has been engaged in farming thirty-five years. In 1864, he enlisted in Company I, Fourth Michigan Infantry, and served until a few months before the close of the war; was discharged at San Antonio, Texas, on account of sickness. Mr. Allen's first wife was Miss Rebecca M. Rankin, a native of the Island of Jamaica; she died 1880. He was married, September 8, 1880, to Mary Jane Clark, a native of Vermont; her parents came to this county in 1832, and settled in the town of St. Clair. She has four sons—John, Frederick W., S. S. and Richard B.

**MAJ. CHARLES N. BAKER** (deceased), was a native of New York, and was born in the town of Catskill, Greene County, May 20, 1832; his parents were Charles and Phebe (Abbott) Baker; he was born in 1790, and was a soldier in the war of 1812; they came to this county in 1834. Maj. Baker was brought up here, and learned the trade of carpenter and joiner. Upon the breaking-out of the rebellion, he enlisted as private in Company K, Second Michigan Cavalry. He was promoted First Lieutenant; then placed in command of his company, with commission of Captain, and was afterward commissioned Major. During the war, while at home on furlough, he was married May 8, 1864, to Miss Mary E. Kinyon, a native of this town, and daughter of Sidney and Alzena Kinyon. Maj. Baker remained in the service four years. After the war, he returned and lived here until his death, August 25, 1875. He died of disease contracted in the army; his widow receives a pension; he left four children—Burton S., Eleanor A., Fred A. and Ada L., all living with their mother.

**GEORGE BEAL**, farmer, Private Claim 243, P. O. Marine City, is a native of England; was born in the city of London October 8, 1824. His parents emigrated to the United States in 1831, and settled in York State for one year; then came to Detroit and lived there seven years, until the death of his parents, when he came up the St. Clair River to this county, and entered the employ of Capt. Aaron Peer. Sailed with him during the summer season, and made his home with him fourteen years. In 1849, he bought the land where he now lives; cleared it and made his farm, and since then for the past thirty-four years has lived here. Has held the office of Justice of the Peace and Commissioner of Highways. In 1849, he married Miss Mary Piper, born in Westmoreland County, Penn., April 5, 1831. They have two children—Nellie, now Mrs. William Brake, and William.

**CAPT. W. T. BROWN**, Section 19, P. O. St. Clair, is a native of Canada, and was born September 26, 1839. He began sailing when only thirteen years of age on the scow "Ketchum." He sailed before the mast and was mate a number of years. In 1871, sailed as master of the Stranger, then the Prinderville; afterward sailed the Evening Star and City of Alpena. Was master of schooner John Rice; steam barge, Mary Mills; sailed the tug Kate Moffatt and the P. L. Johnson, and then the steamer Agnes; last year was mate of the City of Rome, and afterward master propeller Olean. He sailed on the lakes for thirty years. He towed the first schooner loaded with grain through the locks on the Sault River, and also towed the first vessel through the canal on the St. Clair flats. Capt. Brown was married December 25, 1862, to Miss Phebe Jane Reamer, native of New York State, and daughter of L. T. Reamer, of this town. They have one daughter—Orlena.

**HORACE N. HAMMOND**, farmer, fractional Section 9, is a native of New York State, and was born in the town of Bolton, Warren Co., November 18, 1832. His parents, Henry and Esther Hammond, came to this county in 1833, and were among the early settlers here. Horace grew up and attended school here, and engaged in teaching, and pursued that profession for twenty years; then entered store as book-keeper, but gave it up on account of his health, and engaged in farming. In 1871, he bought the farm where he now lives, and since then has resided here. He has held the office of Town Clerk fifteen years and was again elected in the recent election. Has served as School Director twenty-three years, and was Township Superintendent of Schools all the time the law was in force, and also holds the office of Justice of the Peace. Mr. Hammond was married November 11, 1857, to Miss Laura A. Blanchard, a native of Wayne County, Mich. They have three children—Ida A., now Mrs. E. K. Hungerford; N. Frank, at home; H. Willie, at home.

**W. D. HART**, farmer, Section 18, P. O. St. Clair, is a native of Ontario County, N. Y., and was born June 24, 1820. His father, David Hart, was a native of New York, and his mother, Olive Flint, was born in Connecticut. After reaching manhood, Mr. Hart came to this State and settled in St. Clair County, in the town of Casco; then the town of China, now Casco, was all a wilderness; he cleared land and made a farm. He was elected the first Supervisor of that town; lived there fourteen years, then removed on the river where he now lives; owns 130 acres finely located and improved. He has represented this town seven terms in the Board of Supervisors, and has also held the office of Town Clerk and Town Treasurer, and has held school offices for many years. He was married December 7, 1858, to Mrs. Emeline S. Woodbury. She is a native of Hallowell, Me. Her parents were Capt. John Clark and Mary Sherburn Clark. They came to Detroit in 1830; then came to Port Huron in 1831, and the following year came on the river to this town, and were old and honored settlers of the county. They left three daughters—Mrs. Hart, Mrs. Jenks, Miss Helen D. Clarke. Mrs. Hart was married August 22, 1844, to A. J. Woodbury, of Manchester, N. H. He died January 18, 1850, leaving two children—Helen E., now Mrs. C. B. Huse; John C., in business in Port Huron.

**REED JEROME**, farmer, Section 18, P. O. St. Clair, is a native of the State of Pennsylvania, and was born on the Delaware River near Coshocton, January 24, 1810. His parents, Horace Jerome and Nancy Reed Jerome, were natives of Massachusetts. They removed to New York State during his early childhood and settled in Tompkins County, in the town of Ulysses, where he attended school until the age of seventeen. In 1826, his father came to the Territory and located on Pine River, between two and three miles west of St. Clair. The following year Reed came here with his father and landed in St. Clair July 12, 1827. They went to work and built a mill. It being a water mill, they could not work in the winter season, so they went back to New York and remained until the fall of 1828, when the whole family removed to Detroit, and his father died in that city, March 30, 1831, leaving six children—Reed, living on St. Clair River; James H. and Timothy, now living in Saginaw City; George, living in Detroit; Nancy, now Mrs. Goodson; David H., ex-Governor of the State, also living in Saginaw City. A few months after his death, the family moved back to New York to Onondaga County. The subject of this sketch remained there one year and then came here to attend to the interests of their business. They had sold the mill, but it came back in their hands again and was operated by them until 1834. He was married December 7, 1834, to Miss Abigail Priscilla Carleton, a native of New Hampshire, and daughter of Peter Carleton and Susanna Redding Carleton. They came to this county in 1830, and were among the earliest settlers here. After their marriage Mr. and Mrs. Jerome settled on the place where they now live. It was covered with timber; he cleared the land and made his farm, and since then for a period of forty-nine years, they have resided here. He owns a good farm, well improved and finely located on the St. Clair River. Mr. Jerome has held the office of Supervisor, Town Clerk, Justice of the Peace, Highway Commissioner and school offices. Mr. and Mrs. Jerome have two children—one daughter, Laura, now Mrs. Parsons, and one son, Ira, living in this town. They have lost two sons, Charles and Wirt.

**MRS. ABZINA KINYON**, Section 19, is a native of New York State. Her parents were both natives of that State. Her father, Asher Tappan, was born in 1785, and her mother, Polly Simpson Tappan, was born in 1793. They came to Michigan in 1837, and settled in this county, on Belle River, in the town of China. Mrs. Tappan, better known as Grandma Tappan, survives her husband and is ninety years of age. In 1837, Abzina, her second daughter, married Sidney Kinyon; he was a native of New York State, and came to this county with his father's family in 1832, and was a brother of Capt. Kinyon, and Miron Kinyon of this town. He died July 16, 1876, leaving two daughters—Mary E., now Mrs. Maj. Baker, and Emma, at home with her mother. Mrs. Kinyon owns her farm and has lived here on the river forty-four years. Her mother, Mrs. Tappan, makes her home with her.

**P. KINYON**, Captain of the Milton D. Ward, is a native of Warren County, N. Y., and was born on Lake George, October 2, 1826. He came to St. Clair County in 1832, and began sailing on the lakes in 1845; went as cook on the Morning Star. Since then, for the past thirty-seven years, he has been on the lakes and has taken out his twenty-seventh steamboat license as commander. He sailed for Capt. Ward seventeen years. He is one of the oldest captains in active service on the lakes, and is one of the oldest settlers on the river. He has been a resident of St. Clair County for fifty years. In 1851, Capt. Kinyon was married to Miss Maria Mitchell, a native of Canada. They have four children—John (sailing on the lakes), William (also on the lakes), Sherwood and Minnie Grace.

**NEIL McNAUGHTON**, farmer, Section 19, P. O. St. Clair, is a native of Scotland, and was born in the year 1838. Upon reaching manhood, he went to the Australian colonies, and spent nine years in New Zealand and two years in Victoria, then returned to England and Scotland. He came to the United States in the fall of 1873, and the following year came to this county and bought the farm of 100 acres where he now lives, and since then has been engaged in farming. He has held the office of Commissioner of Highways for past four years. In 1876, he was married to Miss Margaret Bannytine, a native of Scotland. They have three children—Neil Charles, John R. and an infant son.

**HENRY RANKIN**, P. O. St. Clair, farmer and stock dealer, Private Claim 303, is a son of Otis and Mary Peckham Rankin. His father was born in Massachusetts, and his mother was a native of New York State. They came to this county in 1836, and settled in the town of Cottrellville. Bought land, cleared it and made his farm, and lived here until his death, May 22, 1879. Henry Rankin is a native of this county and was born in the town of Cottrellville March 15, 1840. He was brought up and attended school here, and after reaching manhood engaged in farming. He has been largely and successfully engaged in dealing in stock and buying lands; has one of the largest and best improved farms of 300 acres, finely located on the river; also owns a good farm of 200 acres, in town of China. He has held the office of Town Treasurer and was again recently elected to the same office. Mr. Rankin was married October 30, 1865, to Miss Louise Recor, a native of this town. Her mother, Mrs. Elizabeth Recor, was born in Cottrellville April 21, 1821. She was married in 1841, to Joseph Recor, a native of this town. They had four children, only one survives—Mrs. Henry Rankin. Mrs. Recor's mother, old Mrs. Cottrell, is still living in Marine City. Mr. and Mrs. Rankin have three children—Mary E., Joseph H. and Otis Chester.

**CHARLES W. RECOR**, farmer, P. O. Marine City, is a native of St. Clair County, and was born in this town March 1, 1847. His father, Lambert Recor, was born here on the river in this county, and his mother, Margaret (Baird) Recor, was a native of Scotland. Charles was brought up and attended school here and at Utica, this State, and after reaching manhood engaged in farming, and for some years was engaged in dealing in hay and grain with his brother. Since 1865, has occupied the farm where he now lives. Owns 171 acres of land. He has held the office of Town Clerk, Commissioner of Highways and school offices. Was elected a member of the Board of Supervisors in April, 1883. In 1870, Mr. Recor married Miss Arabella Cook, of the city of Detroit. They have five children—Annie J., Nina G., Charles O., Mabel, William D.

**LAMBERT RECOR**, farmer, Private Claim 310, P. O. St. Clair, is a native of St. Clair County, and was born in the town of East China, in the house where he now lives November 30, 1852. His father, Lambert Recor, was born here on the river, and his mother, Margaret (Baird) Recor, was a native of Scotland. They



were among the earliest settlers here in this county. He died August 24, 1867, and she died March 21, 1878. Three sons survive—Lambert, the youngest son, was brought up and attended school here. After reaching manhood, he engaged in boat business, dealing in hay and grain; shipping direct from his own dock on the river. He owns the old homestead farm of 125 acres, finely located on the river and well improved. He has held the office of Town Treasurer. Mr. Recor was married February 12, 1879, to Miss Florence Broadbridge, a native of this county.

L. T. REMER, farmer, P. O. St. Clair, Mich., was born in Ontario County (now Yates), N. Y. May 22, 1810, and is a son of the Hon. Aaron Remer, a native of Somerset County, N. J. Our subject came to St. Clair County in November, 1843, where he has since resided. Mr. Remer represented this county in the Legislature in 1872-73, and again in 1874-75. The latter term being made famous in political annals by reason of the celebrated contest between Chandler and Christianity for the Senatorship. Mr. R. was the devoted and ardent supporter of Senator Chandler on that occasion. He has filled the office of Supervisor of the township for fifteen years, thirteen of which were consecutive, twenty-four times made chairman of the Board, represented by thirty-three members. Through all the changes incident to a new State, he has always been sustained by warm and devoted friends. He was married in 1830, to Sarah Sears, by whom he had one child—Phebe Jane. Mrs. Remer died 1837. In 1856, he again married; this time to Sarah J. Gage, by whom he has three children—Francis W. R., now Clarke, Annie and May S. Mr. Remer represents families of prominence on both sides of his ancestry. On the paternal side to George Remer, who belonged to a family of Lutherans, who crossed the Atlantic to escape religious persecution. George Remer had seven sons and three daughters; the sons were all soldiers in our Revolutionary war, two of whom fell in battle. On the maternal side to the family of Townsends, who were among the earliest English settlers in New York, after that colony fell under British dominion. Their descendants are now very numerous in Albany and Troy, and other localities upon the North River. Lawrence Townsend, the grandfather of Mr. Remer, came to Ontario County (now Yates) in 1792, being one among the early pioneers in that region. In 1804, his daughter, Phebe, was married to Aaron Remer, a man of great prominence in his time, and whose death was regarded as a public calamity, which occurred in 1841. Mr. Remer was during his public life an intimate friend of Thurlow Weed and Erastus Corning, of New York.

MRS. SUSAN (BAIRD) WESTBROOK, Private Claim 310, P. O. Marine City, is a native of Scotland, and is a daughter of William Baird and Margaret (Lockhead) Baird. Her mother died in Scotland and her father brought the family to this country in the fall of 1829. They landed on the lake shore at Perch, twelve miles above Sarnia, and the following April they came down the river to this county. He bought land on Belle River, in the town of China, two miles west of where Mrs. Westbrook now lives, and was among the earliest settlers here. It was a wild place; he cleared his land and made his farm, and lived there until his death in 1855. He left seven children—Margaret, Janet, Elizabeth, Henry, Agnes, William and Susan. Susan, the youngest child, was married in 1833, to William T. Westbrook. He was born in Detroit March 8, 1816, and was a son of Andrew Westbrook and Nancy Thorne. He was a native of New York State, and she was born on the St. Clair River, near Algonac. They lived in Canada and came to Detroit in 1812, and he was in the war. They came up on the river in 1817 and settled in this county, and he bought a large tract of land in the town of China, and built a large house near here. He was one of the most prominent men of that day, and was noted, as the Westbrooks all are, for his individuality. He bought a large tract of land from Government above Port Huron, and afterward sold it to Government; and the fort was built there. He also bought several hundred acres on the river, just south of Port Huron. He supplied the fort with provisions for years, when it was a very difficult undertaking. The Indians at one time captured his children and took them to Walpool Island. He went after them, drew his revolver and demanded them of the chief, and they were delivered up to him. He lived on the river until his death in 1835; left a large estate. After Mrs. Westbrook was married, they lived in Port Huron on Military street for a short time. He then bought 700 acres of land west of St. Clair from Government, and cleared and made a large farm. Afterward removed to Port Huron and lived there several years. He bought the farm where Mrs. Westbrook now lives, and removed here in 1860, and lived here until his death in 1868. They had five children, only three survive—Elizabeth, now Mrs. J. C. Perry, married and living in Detroit; William E., living in Colorado; Frederick T., at home. Fred T., the youngest son, is a native of this county, and was born in Port Huron December 29, 1845. He was brought up here. After reaching manhood, he engaged in dealing in hay and grain for some years, and also engaged in farming, where he and his mother now reside.

## IRA TOWNSHIP.

IRA Township forms the extreme southwest town of the county with the Lake St. Clair on the south, Chesterfield Township west, Cottrellville and Caseo on the east and north. Swan Creek runs through the town from north to south. The pioneers were the Chortiers, Stephen Rose, Christopher Miller, F. Beckman, Charles Chatareau, and others whose names appear in the list of early land buyers. The population of Ira in 1845 was 392; in 1854, 897; in 1864, 1,072; and in 1880, 1,645. The equalized value is \$178,755, and the area, 11,173 acres. The population is principally made up of foreigners, who are very industrious.



The original land buyers were James Seymour, Bowen Whiting, James Edwards, Gardner Wells, Elisha Steele, Benjamin Hazen, located lands on Section 1, in 1836; J. L. King on Section 2; Hamford Reynolds, on Section 5; James Edwards, on Section 6; Henry Connor, Barney McCann, on Section 11; R. H. Waller, on Section 12; J. W. Throop, James Dunlap, Levi Beardsley and Smith Titus, on Section 13, in 1836; Julius Eldred, F. and R. Moore, Alonzo Merrill, on Section 24, in 1834.

#### INDIAN RESERVE.

The Indian lands in Ira Township, or Township 3 north, Range 15 east, were disposed of between May 15, 1839, and October 30, 1848. The purchasers, May 15, 1839, were James H. Cook, 180 acres, on Sections 1, 9, and 15; Henry Connor, 160 acres, on Sections 11 and 15; Medar St. James de Beauvais, 80 acres; Charles Paquette, 250 acres; Luther Stoddard, 80 acres; Lansing B. Mizner, 190 acres, on Sections 10, 14 and 17; Antoine Eabire, 80 acres, Section 9; Peter Rose, 80 acres, on Section 8; Ira Davenport, 160 acres, on Section 9; John Dalloz, 50 acres, on Section 16; Stephen Rose, 37 acres on Section 16; Timothy Boyer, 158 acres, on Section 15; Stephen Chertier, 80 acres, on Section 15; Antoine Laponse, 62 acres, on Section 17; Augustus Fanche, 46 acres, on Section 15; Louis Beaufait, 170 acres, on Sections 14, 15 and 22; Ed. R. Kearsley, 80 acres, on Section 15; and Jonathan Kearsley, 140 acres, on Section 14.

The sales made in May, June and August, 1839, were to the following named buyers: Jonathan Kearsley, 50 acres, on Section 23; Ed. N. Kearsley, 51 acres, on Section 23; L. B. Mizner, 115 acres, on Sections 8 and 22; Constant Lonselle, 80 acres, on Section 10; Charles S. Johnson, 175 acres, on Section 3; Barney McCann, 284 acres, on Section 11; and Charles S. Johnson, 165 acres, on Section 35.

Joseph Socier purchased 40 acres of Indian Reserve, October 16, 1844, on Section 4, Ira; Venson Paquette, bought 40 acres on Section 10, July 26, 1844; Joseph Merceraux, 40 acres, on Section 10, December 9, 1844; Henry R. Mizner, 40 acres, on Section 10 August 16, 1847; Abram Destrut, 80 acres, November 19, 1845; Joseph Miller, 40 acres, Section 10, December 27, 1845; Francis Palms purchased 887 acres on Sections 2 and 3, in December, 1847, also 187 acres, on Sections 4 and 5, at the same time; Felix Vigneron, 80 acres, on Section 4, May 8, 1847; Lansing B. Mizner, 61 acres, on Section 8, November 26; Francis Palms, 137 acres, on Section 8, December, 1847, also 268 acres on Sections 10, 11, and 14, in December, 1847; Toussaint Chertier, 40 acres, on Section 14, June 23, 1847; Antoine Legar and Joseph Merceraux, 40 acres each, on Section 10, in August and December, 1847; James Landry, 80 acres, on Section 11, September 1, 1848, and Francis Palms, 104 acres, in March and October, 1848.

The Supervisors of Ira since its organization, are named as follows: Charles Kimball, 1837; Commissioners Board, 1838-41; Charles Kimball, 1842-44; Job P. Gorham, 1845-47; Antoine Bethuy, 1848; John Dalloz, 1849; George King, 1850-51; Larkin Hatch, 1852; John Dalloz, 1853-54; Ira Marks, 1855; John Dalloz, 1856; Abram Yule, 1857; C. McElroy, 1858-59; E. G. Marks, 1860; Godfroy Doroche, 1861; Louis A. Allor, 1862; Stephen Rose, 1863; H. Nedermeyers, 1864-71; H. Meyer, 1872-79; Benjamin Latour, 1880-82.

#### JUSTICES OF THE PEACE.

Chester Kimball, 1837; Chester Kimball, 1841; Charles Kimball, 1841; Ira Marks, 1842; John Dalloz, 1843; Stephen Rose, Jr., 1843; Job T. Gorham, 1845; Larkin Hatch, 1846; James Dunlap, 1846; John Dalloz, 1847; Job T. Gorham, 1849; John Dalloz, 1850; Samuel Irons, 1851; Godfroy Doroche, 1853; William F. Chipman, 1853; John Dalloz, 1854; Larkin Hatch, 1855; John Sadler, 1857; E. H. Butler, 1857; Larkin Hatch, 1857; Crockett McElroy, 1858; George C. Walker, 1859; E. G. Marks, 1859; Louis A. Allor, 1860; E. H. Butler, 1860; Stephen Rose, 1861-62; W. Zantgreffer, 1861-62; J. M. Leary, 1861-62; H. John, 1862; R. Martyn, 1862; H. Nedermeyer, 1863; John Sadler, 1864; R. Martyn, 1865; H. Nedermeyer, 1867; John Sadler, 1868; Charles Foshender, 1869; Robert English, 1869; Charles Foshender, 1870-71; R. Martyn, 1870; H. Nedermeyer, 1871; John Sadler, 1872; James Landry, 1873; Stephen Rose, 1875; Charles Rose, 1876; A. Merceraux, 1876; Alexander Landry,

1877: C. Fosbender, 1878: A. Merceraux, 1879: Sebastin Habarth, 1880: Joseph T. Landry, 1881: Charles Fosbender, 1882.

#### TREMBLE CREEK.

A settlement was made as appears by a Captain Francois Marsac in about 1798, at Tremble Creek, the stream near New Baltimore, on the Ridge Road, and also prior to 1796, at Swan Creek, some four miles west of New Baltimore.

From the early settlement of that section a tradition has been handed down, and this tradition has many believers even now, that an English Captain or Lieutenant, who had been largely successful in gathering together a quantity of bullion, being compelled to flee from the Indians, buried his treasure in the earth, about a mile from the present site of New Baltimore; that he was either killed by the Indians, or died from exposure, and the secret of his treasure's hiding place died with him. Many searches have been made by infatuated individuals after this treasure, and many believe that the ghostly shade of the deceased Captain guards the treasure-trove so jealously, and has such power of moving its location, that all search is in vain.

Fair Haven, in Ira Township, thirty miles south of Port Huron, on Anchor Bay, is one of the early settlements of St. Clair. It has four churches, viz.: Catholic, Methodist, Lutheran, and Reform. Its industries comprise saw and grist mills. The school is found there also.

#### PERSONAL HISTORY.

Following are the biographical sketches of many of the most prominent citizens of the township:

**PATRICK B. FLAHERTY**, P. O. Fair Haven, born in Ireland October 12, 1841. His parents emigrated in 1842, first locating in Montreal, Province Lower Canada, where they remained until 1847, when they removed to Rochester, N. Y. At nine years of age, he began work in a stove mill in that city, earning his own living, thus learning the first lesson in the battle of life. He acquired a fair education, improving his leisure time in study and in night schools. Remaining in the mill, his industry and proficiency was acknowledged by his employers, paying him man's wages when only thirteen years of age. He remained in the mill until 1864, which he spent two years traveling in the West, and in 1866 located in Fair Haven, in the employ of Mr. H. C. Schnoor, where he is now foreman of his immense business. Married September 29, 1866, to Miss Elizabeth Dolan, of Lachine, Lower Canada. They have six children—Elizabeth, John H., Edward, Joseph, Patrick H. and Thomas. Elizabeth is now at school in Medina, N. Y. His steady habits are shown by the fact that all the labor of his life thus far has been for only two firms, and still farther by a comfortable home and cash balance in bank. Socially, he will never be forgotten, having organized the first benevolent and Christian society of St. Ignatius in Rochester, of which he was President and Secretary eight years. He has labored to establish another school in Fair Haven, which is becoming a necessity, and has here filled the office of Superintendent of schools. A warm hearted, generous friend of education.

**HENRY MEYER**, P. O. Fair Haven, was born in the city of Hanover, Germany, January 1, 1828. Receiving a common school education, he served an apprenticeship at carpenter's trade, which he followed until 1864. Emigrated in 1851, arriving in Detroit in August of that year, entering the employ of Mr. James Shearier, contractor and builder, in whose service he remained twelve years, during which time he purchased a farm of eighty acres in Section 11, Town 3 north, Range 15 east. He was married July 27, 1856, to Miss Mary Beckman, of Detroit, also of German parentage. They have twelve children—Henry F., August W., Theodore, Ernest C., Ida, Augusta, Louisa, Albert, Alwina, Mary, Emil and Frederick W., all at home. Moved on the farm in January, 1864, where he now resides, and in 1865 was elected Town Treasurer, which office he held for eight successive years; also held the office of Supervisor eight years. Resigning the office of Supervisor, he was appointed Enumerator for Ira Township for taking the tenth census. The financial prosperity and genial natures of the family are evidence of kind home government and the wise ruling of so large a family has also contributed to the welfare of the neighborhood. To keep his boys at home and profitably employed, a flouring mill was built and is financially successful, and a great convenience to the town. His genial nature and public spirit has made all who know him his friends.

**CHARLES ROSE**, P. O. Fair Haven, was born in Montreal, Lower Canada, February 14, 1820; son of Stephen Rose, who came to Fair Haven October, 1832, locating on Section 23, in Township 3 north, Range 15 east. Because of the disadvantages of pioneer life, he acquired no education whatever. Early in life, working at boat building, he learned the trade of ship carpenter, and for many years managed a yard of his own, during which time he built and launched many a finely constructed and fully equipped craft. Failing health and advancing age caused him, in 1876, to quit the business; and the fine property he now owns attests to his industry and real worth. He was married by Rev. Peter Laferve, Bishop of Detroit, November 20, 1843, in Detroit to Miss Eleanore Muenner. They have five children—Mary, now Mrs. John Tart; Eleanore, now Mrs. Charles Beavies; Celina, now Mrs. Samuel Smith; Cepher and Genevieve, still at home. All the present surroundings of Mr. Rose's home give evidence of his innate worth.

**HENRY C. SCHNOOR**, merchant and manufacturer, P. O. Fair Haven, is a native of Germany, and was born February 7, 1835. He emigrated to this country in 1853, and came to Detroit, where he worked at

the cooper's trade two years, then came to New Baltimore and was engaged in business with his brother two years, then came to Fair Haven and engaged in mercantile business. He paid \$1,000 for the property and \$400 for the stock of goods, and since then has successfully carried on the business here. He carries a large stock of goods and has a large trade. In 1867, he bought the saw mill of William Jenny and converted it into a stove, heading and lumber mill and established his present business, and since then for the past fifteen years has built up and carried on a large, successful and extensive business, employing in his mills, boats and business between 100 and 200 hands. His logs come mostly from Canada. He has his own steam vessels for freighting his goods, which find markets in the East, West and South. He also has a saw and planing mill for sawing and dressing lumber, in connection with his manufactory. He is also engaged in the stove, hoop and heading business at Wallaceburg, Canada. Mr. Schnoor started in life without anything, and has become by his energy, one of the most successful business men in the county. In 1858, he married Miss Louisa Kruse, a native of Germany. They have nine children—four sons and five daughters—William, Bernard, George, Henry, Alvina, Louisa, Clara, Hattie and Bessie.

## CASCO TOWNSHIP.

CASCO Township was organized in 1849, with William Hart, Supervisor, while yet its population did not exceed 134 souls. All sections of the township are within easy distance of the St. Clair, and of the Grand Trunk Railroads. The equalized valuation for 1882 is \$395,680; the number of acres, 22,755; the population, 2,212, including 863 children of school age. Among the first permanent settlers were A. Tappan, H. A. Allen, Denis Bates and R. Freeman. In the following list of early land purchasers, the names of other old settlers are given.

### EARLY LAND BUYERS.

Among the early land buyers in this township from 1828 to 1836, were Gardner Freeman and Andrew Westbrook, 1832; William Fenton, 1834; William Cash, Lot Clark, Stephen Warren, L. B. Mizner, Selden Freeman, Elisha B. Strong, Hiram Smith, W. B. Smith, John Thomas, Charles Cook, Edwin Jerome, Francis Dwight, Dennis Bates, Charles B. Keeler, Henley Smith, Seth Beardsley, John Starkweather, Nathaniel Reed, Ira Porter, Abner Porter, James Seymour, Levi Tuttil, George E. Hanna, Mary M. Gallagher, H. R. Mizner, Richard P. Hunt, H. A. Allen, Charles A. Cook, T. L. L. Brent, Benjamin Raney, Olive Hart, Phineas D. Kinyon, R. Knight, H. F. Daniels, Joseph Hall, Eli Stone, J. M. Flagg, Christian Clemens, J. G. Street, H. Agens, N. Godell, John Webster, S. P. Gill, W. T. Westbrook, Dolorah Hill, T. O. Hill, Patrick Henley, James Seymour, Joseph L. Seidmore, Bayard Clark, George F. Brown, James Edwards, Mark H. Sibley, W. P. Hallett, Wesley Truesdell, Anthony Chortier, Antoine Dronillard, Andrew Turek, Sylvester F. Atwood, Sylvester Arrington, Reuben Moore, John Tellman. Portions of Sections 35 and 36 formed part of the Indian Reservation.

### SUPERVISORS.

William Hart, 1849; Porter Chamberlin, 1850; H. S. Clark, 1851-52; Mr. Chapin, 1853; Stephen Fenton, 1854-56; H. S. Clark, 1857; S. A. Fenton, 1858-63; J. A. Hirt, 1864; Julius Granger, 1865; J. A. Hirt, 1866-67; Fred Bielman, 1868-71; William Miller, 1872-76; Edward March, 1877; William Miller, 1878-80; Jacob L. Kellar, 1881-82.

### JUSTICES OF THE PEACE.

Horan S. Clark, 1849; John P. Hart, 1849; Dennis Bates, 1849; William Fenton, 1849; A. Tappan, 1851; Henry Topping, 1851; Alexander Chase, 1852; Albert Topping, 1853; James Robinson, 1853; F. P. Chapin, 1854; Charles Bremer, 1857; Samuel Reesler, 1858-62; Dennis Bates, 1858; Henry Jonas, 1859; Stephen A. Fenton, 1859-60; Charles Bremer, 1861; Martin Dringlo, 1862; Samuel Sparr, 1864; Nathan B. Clark, 1865; William Miller, 1865; J. G. Myer, 1866; Samuel Sparr, 1867; Fred Bidman, 1867; William Miller, 1868; Frank Maedel, 1870; Nathan B. Clark, 1870; Lechl Herman, 1871; William Miller, 1872; F. Maedel, 1873; M. Ruemenapp, 1874; George W. Pelton, 1875-79; William Miller, 1876; John Hubbert, 1877;



Israel Walter, 1878; William Miller, 1880; C. Seurnyck, 1880; O. Fenton, 1880; M. Reumenapp, 1881; Isaac C. Burch, 1881; George W. Pelton, 1882.

The result of the election of April, 1882, was as follows: Supervisor—Jacob L. Keller, Dem.; Clerk Martin Ruemenapp; Treasurer—Conrad Marth; Highway Commissioner—Charles Zentgrebe; Justice of the Peace—George W. Pelton; School Inspector—One year, Isaac C. Burch; two years, Henry Kammer; Drain Commissioner—George W. Pelton; Constables—Fred Rochl, Henry Stahlbuck, Michael Shindler, C. Baumgarten.

Casco, in the township of that name, is situated four miles north of Lake St. Clair, and twenty miles southwest of Port Huron.

## COLUMBUS TOWNSHIP.

THE first permanent settlers of Columbus Township were Charles Hunt, Barney Curley, H. Hunt, G. S. Granger, John and James Graham, K. Kilroy, the Cross and Maybin families. The churches and schools of the township are well administered. The oak and ash forest of pioneer days has given place to fertile fields and happy homes; improvements have been annually effected, until now the equalized valuation of the town is estimated at \$358,600. The population at Columbus in 1845, was 315; in 1854, 659; in 1864, 1,028; in 1874, 999, and in 1880, 1,327, including 470 children of school age. The number of acres in the town is 22,644.

### EARLY LAND BUYERS.

The purchase of the United States lands situated in this township, was inaugurated in 1833, when Walter G. Porter, entered 160 acres in Sections 32 and 33. In 1835-36-37, the entire land for sale may be said to have been in the hands of settlers or speculators. The land purchases here in 1836 were made by the persons named in the following list: Josiah Lindsay, S. P. Rolf, Silas Joslin, John Starkweather, O. C. Grosvenor, Section 1; Patrick Kelly, R. Love, William Bliss, T. J. Dudley, Ed. Spring, Section 2; George Dwight, Samuel Swift, Section 3; Bowen Whiting, Joseph Pitcairn, Henry McLaughlin, John Kilroy, John Savage, Patrick Burke, Section 4; George Geary, David Phelps, Charles Mulloy, and Barney Curley, Section 5; Alfred Bailey, John Gilliland, Caleb Rice, and William B. Stewart, Section 6; L. Clark, S. Warren, Luke Hemmingway, Samuel Swift, Section 7; William Noyes, Darwin Hall, Section 8; Eli Stone, M. H. Webster, H. B. Webster (1837), Section 9; F. Dwight, Samuel Swift, J. Eldridge, F. R. Morgan and Josiah A. Sterns, Sections 10; John Gilliland, Theodore Bathy, Christopher Bliss, Francis Dwight, Section 11; James Edwards, John Gilliland, Eldredge and Morgan, and Bowen Whiting, Section 12; G. M. Williams, P. Desnoyers, C. Baxter, W. Steele, W. Sweat, Lucretia Haskin, L. Clark, S. Warren, B. Mizner, B. Clark, Section 13; Newell Smith, S. Wood, A. Seymour, Theodore Bathy, Henry Tolan, George Smith, G. B. Bull, William Cullen Bryant, Section 14; Caleb Rice, Josiah Snow, William E. Marvin, Richard Marvin, Section 15; John Stephenson, Lyman Granger, Aaron Bemis, B. B. Kercheval, H. Forbes, William Maxfield, Section 17; L. Clarke, S. Warren, Lyman Granger, H. N. Stafford, Section 18; F. Dwight, L. B. Mizner, L. Granger, J. M. Soverhill, John Thomas, Henry Dwight, Section 19; Dwight and Mizner, L. Granger, B. Whiting, R. Ramsey, Mary A. Palmer, Section 20; Elias Palmer, W. Barber, Denis Harty, Section 21 (1837); David Phelps, William Robinson, John Myers, W. J. Pease, R. D. Miller, Section 25; John Starkweather, H. R. Jerome, Section 26; Zara Granger, T. McKeel, Rhoda McKeel, J. Thomas, L. B. Mizner, S. Clark, S. Warren and Joseph Pitcairn, Section 27; G. A. O'Keefe, Peter Flemming, T. McKeel, Isaac S. Bathy, C. S. Whiting, Section 22; George A. O'Keefe, Newell Smith, John Tappan, Theodore Bathy, B. Whiting, Olive Hart, Reuel Smith, H. Forbes, Section 23; Edward Fay, William H. Savage, G. M. Williams, Peter Desnoyers, Erastus W. Savage, Section 24; John Drew, John Howard, Mizner and Dwight, George A. O'Keefe, J. S.

Parker, F. Dwight, Section 28; John Drew, I. N. Norton, L. B. Mizner, L. Granger, Joseph Pitcairn, Maria L. Granger, Section 29; Z. H. Grey, John Dods, David McNiel, Morton Shearer, Eleazer Mighell, Jr., Section 30; W. T. Beer, J. Snook, S. Warren, L. Clark, M. Shearer, David Weeks, Nehemiah Bishop, L. B. Mizner, Section 31; W. G. Porter (1833), T. J. Ewell, John Drew, Esther Kittredge, Clark and Warren, Mizner and Dwight, Benjamin Kittredge, Eliza A. Cook, Nathan Cook, Section 32; W. G. Porter (1833), Zara Granger, Gardner Johnson, Oliver Westbrook, Ebenezer Westbrook, Section 33; Zara Granger, Clark and Warren, B. Whiting, O. Westbrook, Henry Dwight, Section 34; Robert Wilson, Clark and Warren, D. J. Boyd, W. P. Hallett, Violetta Westbrook, H. R. Jerome, Section 35; Martha Harris, William T. Westbrook, George Hosmer and James Edwards, Section 36.

## OFFICIAL ROSTER.

The names of Supervisors and Justices elected in this township are as follows:

Supervisors—Theodore Bathy, 1837; Commissioners' Board, 1838-41; Daniel Weeks, 1842; John S. Parker, 1843; David Weeks, 1844; John S. Parker, 1845-46; Morton Shearer, 1847-48; Charles Baker, 1849; Lester Cross, 1850; David Weeks, 1851-52; G. S. Granger, 1853-54; J. S. Parker, 1855; James S. Durfee, 1856; G. S. Granger, 1857; J. S. Parker, 1858-59; C. R. Canfield, 1860; G. S. Granger, 1861-67; J. S. Parker, Jr., 1868-69; James Quick, 1870; G. S. Granger, 1871-73; H. W. Smith, 1874-75; J. S. Parker, 1877; George S. Granger, 1878-81.

Justices of the Peace—Theodore Bathy, 1837; Alfred Bailey, 1839; Erastus Cross, 1839; Lyman Granger, 1840; Nathan Cook, 1841; Theodore Bathy, 1842; Elias Palmer, 1843; Erastus S. Cross, 1844; Julius Lovejoy, 1844; James Graham, 1845; Charles Baker, 1846; Edward Fay, 1847; David Weeks, 1848; George Bathy, 1848; David Weeks, 1849; Chauncey R. Canfield, 1850; Erastus S. Cross, 1850; Lester Cross, 1851; David Weeks, 1853; Patrick Malloy, 1857; Erastus Cross, 1858; Darius Jones, 1858; C. R. Canfield, 1859; John S. Parker, 1860; James S. Durfee, 1862; Patrick Malloy, 1862; C. R. Canfield, 1863; E. C. Cross, 1864; Alexander McCall, 1865; Josiah West, 1866; John Graham, 1867; E. S. Cross, 1868; Alexander McCall, 1869; Abram Maxson, 1871-75; John Graham, 1875-76; Ira P. Burke, 1872-76; George S. Granger, 1874; Ambrose West, 1874; Alexander McCall, 1875; Peter Grinnell, 1877; Patrick Malloy, 1878; John Whittaker, 1878; Thomas Graham, 1879; W. A. Bonker, 1880; George S. Granger, 1880; Joshua Houghton, 1881.

The entire Democratic ticket was elected in April, 1882, as follows: Supervisor—G. S. Granger; Clerk—E. Pierce; Treasurer—J. Dilworth; Highway Commissioner—P. Kelley; Drain Commissioner—D. Dayton; Justice of the Peace—F. Malloy; School Inspector—R. Shanahan, one year; J. Berney, two years; Constables—G. Ellison, O. Savage, C. Malloy, A. McPherson.

*Bathy Grange, No. 462, P. of H.*, was organized September 29, 1876, with Maurice Shanahan, A. E. Waterloo, Theodore Bathy, William A. Bonker, John Wagner, Ephraim Pearce, Gottfried Fritz, F. H. Bathy, Thomas W. McCall, M. J. Waterloo, L. Voorheis, M. E. Bonker, and S. Shanahan, all of Columbus Township, charter members. The charter was granted by National Grange, July 21, 1874.

Columbus, in the township of that name, twenty miles southwest of Port Huron, is located on Belle River. It has its churches, schools, and a manufacturing industry in the shape of a good grist mill.

## BIOGRAPHICAL SKETCHES.

THEODORE BATHY, farmer, Section 11, P. O. Smith's Creek, was born in the city of New York, 1817. When twelve years of age he went to Westchester County, and remained there six years, and lived two years in Orange County. When twenty years old, he started West by canal to Buffalo, and by steamboat to Detroit and reached there in May, 1837. He went out to Port Huron and lived some of the better part of the time with settlers of the new Territory. He intended to join a surveying party, but they having left before he got here he went to work at grading on the old Gratiot Turnpike, and that fall took a contract himself for grading from Pine River to Port Huron, and was engaged on that work two years. After that was completed he went to work on the Grand River road, and soon after went on the Michigan Central Railroad and was one of the earliest contractors on that line in 1835, and worked on the sixth mile out of Detroit, and took a contract for several sections. While engaged in contracting he hired a man to locate some land for him in a good location between Belle River and Pine River. He selected sixteen eighth and quarter sections, but speculators

who had money and influence secured what he wanted, except four lots of eighty acres each, which he entered, and in the fall of 1836 he came up the river and settled on his land, where he now lives. From thirteen miles west of Detroit to Belle River, he was five days on the way by team, and had to cut a road through from the old turnpike road. It was then a wild wilderness. He built a log house, and in December, 1836, was married to Miss Alez Waterloo, a native of England. She came to this country in January of that year. They went to work and began clearing their land and making their farm, and lumbered some in winter. They have lived on this farm in the same house since 1836, and are the oldest settlers now living in the town. Mr. Bathy was elected the first Supervisor of the town and drew up the petition to the Legislature to have the town set off from St. Clair. He has held the office of Justice of the Peace, and has served as member of the Town Board. He is a member of the Methodist Episcopal Church, and has been connected with it over half a century, and for a long time he was Recording Steward of the church. The first religious services in the town was held in the little schoolhouse on the turnpike. Rev. Mr. Reynolds was the first stated Supply. The first Circuit extended from Algonac to Lexington, and there were twenty-six preaching appointments during the month. Mr. and Mrs. Bathy have seven children—Charlotte, Alfred H., Nancy, Theodore, George, Fred and Collins.

CAPT. GREENLIEF BROWN, farmer, Section 13, P. O. Rattle Run, is a native of Herkimer County, N. Y., and was born December 4, 1832. His parents removed to Jefferson County in 1834. He remained there until fourteen years of age and then began sailing, and was on the lakes twenty-two years. He sailed as master of the schooner Falcon, the L. D. Coman, the brig Ocean, the Cortland, the brig Concord, and others. He came here to this county in 1856 and boarded with his brother, Capt. George Brown, in the town of St. Clair two years, then came on the place where he now lives. It was all woods. He cleared the land and made his farm. He owns 160 acres here and 160 acres in Sanilac County. When he was married he had only \$5. His success is owing to his own industry and good management. He has held the office of Highway Commissioner. Capt. Brown was married February 8, 1853, to Miss Susan R. Woolsey, a native of Jefferson County, N. Y., and niece of old Commodore Woolsey, of the United States Navy, in the war of 1812. Capt. and Mrs. Brown have six children—George, Frank, Ora, Lillian (now Mrs. Dr. Brown, Fort Gratiot), Byron and Myron.

CHARLES WAGNER, farmer, Section 11, P. O. Smith's Creek, is a native of Germany and was born February 27, 1840. He emigrated to this country in 1857, and came to this State and lived at Saginaw five years, and worked in a saw mill and lumber woods. He then went to Lake Superior and lived there three years, and then went to California, and was on the Pacific coast nine years engaged in mining. In 1871, he bought the farm where he now lives, and came here and engaged in farming in 1880. He also owns eighty acres elsewhere. In 1880, he married Miss Mary Husel, a native of this county. They have one son, Charles Wagner.

## KIMBALL TOWNSHIP.

**K**IMBALL Township was first settled by Barzillai Wheeler, the Kimballs and the Bartletts. Its organization was effected in 1855, when W. B. Verity was elected Supervisor. The town embraces 23,040 acres. The population in 1864 was 715, increased to 1,429 in 1880, whose real and personal property is valued at \$251,325. The number of children of school age in the township in 1881 was 426. Smith's Corners, Thornton and Clyde Mills are the villages of the town. These villages, like the township, have made rapid advances in recent years, and a promise is given that the full resources of the district will be drawn forth by its thrifty, enterprising settlers.

### EARLY LAND BUYERS.

Lands in this township were purchased so early as 1825, by a company comprising Oel W. Mulloy, R. Smart, Thomas Scott, John Biddle. Robert Forsythe bought 240 acres, on Section 2, that year. The buyers previous to 1836 are named as follows: Alexander Atkins, Henry Gill, N. Dexter, F. H. Stephens, Abner Coburn, Charles Butler, Henry Howard, Joel Perkins, Lewis Benedict, Allen Atkins, A. G. Throop, Gilbert Liddle, Ralph Wadhams, F. & R. Moore, Cyrus Moore, Frederick Wright, N. Dickinson, Lorenzo Allen, J. J. Garrison, William L. Remington, Charles H. Carroll, Justin Rice, James Burt, J. L. Beebe, T. B. Clarke, Ira Porter, C. B. Newberry, James Hammer, Warren Hill, Hosea P. Cobb, Horace R. Jerome, Cummings Sanborn, Samuel Hutchins, John Landon, H. F. Daniels, F. G. Wilcox, H. Ensign, N. Waltrous, W. Steele, Chester Baxter, Thomas Palmer, J. M. Wilson, William Sweatt, T. G. Macy, William Thornton, Benjamin Morse, John Starkweather, Alva Blodgett, R. Henderson, Barzillai Wheeler, Benjamin Bissell, Daniel Stewart, James Ogden, James Bangs, Newell Smith.



## SUPERVISORS

William B. Verity, 1855; J. S. Kimball, 1856; William B. Verity, 1857; J. S. Kimball, 1858-59; William B. Verity, 1860-62; William Jenkinson, 1863-65; J. S. Kimball, 1866-68; M. D. Frink, 1869-74; P. M. Brown, 1875-78; Sylvester Casswell, 1879-80; Parker M. Brown, 1881; George Fish, 1882.

## JUSTICES OF THE PEACE

Hiram Thornton, 1857; George McCormick, 1858-67; Ira B. Kendrick, 1858; W. B. Verity, 1859; Stephen V. Thornton, 1860; Isaac L. Mudge, 1860; Elijah Reed, 1861; John Sweeney, 1862; William Worden, 1864; William Jenkinson, 1865; E. H. Brewer, 1867; John Cruikshank, 1868; Marshall D. Frink, 1868-72; William Bowie, 1869; Ira B. Kendrick, 1870; Patrick O. Loughlin, 1871; Horatio M. Maxwell, 1873; W. W. Allen, 1874; Stephen V. Thornton, 1875; Giles S. Cowles, 1876; Noah T. Farr, 1877; W. W. Allen, 1878; John Cruikshank, 1878-81; William Ruddock, 1879; Giles S. Cooley, 1880; John Byrne, 1880; George Fish, 1881; John Terney, 1882.

The entire "township ticket" was elected in April, 1882, as follows: Supervisor—George Fish; Clerk—William W. Allen; Treasurer—Sylvester Casswell; Commissioner of Highways—Daniel Pelett; Justice of the Peace—(to fill vacancy) John Terney; Justice of the Peace—(full term) William W. Allen; Drain Commissioner—Everett Whitney; School Inspector—One year, Warren B. Mallory; two years, Avory Schenck; Constables—John Bean, Everett Whitney, Avory Schenck, George E. Mallory.

*Thornton*, Kimball Township, is situated on Pine River, ten miles west of Port Huron, and five miles south of the hamlet of Ruby.

## PERSONAL SKETCHES.

On the following pages are given brief biographical notices of prominent citizens, and old settlers of the town. They will prove as instructive and interesting as the legitimate history of the district, since they form the history of those who raised it to its present condition.

W. W. ALLEN, engineer, Port Huron & Grand Trunk Railroad, Smith's Creek Section 31, P. O. Smith's Creek, is a native of England, and was born December 31, 1841. He remained there until seventeen years of age, then came to the United States and to this State. In the fall of the same year, he went to Canada and spent a few years there. In 1865, he came to Port Huron and entered the employ of the Grand Trunk Railroad, and the following year came to this place, and since then for the past seventeen years has held his present position. He also has charge of buying the fuel for the railroad company here. Mr. Allen has been actively identified with the interests of his town and county. He is serving his third term as Justice of the Peace, and is serving his sixth year as Town Clerk, and has served twelve years as School Director. He was a delegate-at-large of the State Convention in 1876, which nominated Gov. Crosswell, and also a delegate to the State Convention which nominated Gov. Jerome. In 1863, Mr. Allen married Miss Annie Bennett, a native of Canada. She died in 1874, leaving one son, John B. In 1877, he married Miss Nan Hubbell, daughter of Hiram Hubbell, of the town of St. Clair. They have one daughter, Blanche, and lost one son, Willie H.

G. M. ASHLEY, farmer, Section 13, P. O. Port Huron, is a native of Michigan, and was born in the city of Detroit February 17, 1849. When five years of age his parents removed to Sanilac County and remained there eleven years. He then came to Port Huron and lived there until 1877, and since then has lived on his farm in the town of Kimball. It contains ninety-two acres. In April, 1871, he married Miss Hannah E. Christian, a native of Canada. They have six children—Martha, Olive, Edith C., Susie M., Robert A. and Clara Belle.

WILLIAM L. ATKINS, farmer, Section 1, P. O. Port Huron, is a son of Alexander and Eliza Lewis Atkins, who were among the earliest settlers on Black River. His father died in 1852, and his mother is still living on the home place. William was born in the town of Clyde, on Black River, June 9, 1834. After reaching manhood he worked at lumbering. He then bought the land where he now lives and made a farm. He owns ninety-seven acres. He has been elected Constable and Overseer of Highways. He married Miss Eliza Frank, of the town of Clyde, March 23, 1870. They have four children—George, Fred, James and John.

JOHN BEAN, farmer, Section 3, P. O. Port Huron, is a son of Richard and Mary Bean; his father was born in Virginia, and his mother was born in Detroit; his father was a soldier in the war of 1812; he was discharged at Detroit and drew a pension until his death, which occurred July 7, 1856; his widow still survives him, and is now in her eighty-ninth year. They were among the earliest settlers here. She was the first white woman in Port Huron. John Bean was born in the town of Clyde, November 18, 1833; he was raised in this county and has always lived here, and engaged in lumbering and farming, and since 1867 has lived in his present location; owns farm of forty-four acres; he has been elected Justice of the Peace, but refused to qualify; he married Miss Cordelia Patridge, July 1, 1857. She is a native of Pennsylvania and came here with her parents, who were among the early settlers.

**JOSEPH BOSHAU**, farmer, Section 27, P. O. Smith's Creek, is a native of Canada and was born in 1819; his parents came to this State when he was only ten years of age, and he grew up here and was engaged in lumbering thirty years, and since then was engaged in farming; he owns his farm of eighty acres which he cleared and made; he is one of the oldest settlers of this county now living, and has been here fifty-four years; his first wife was Miss Phillis Buro, of Detroit. She died in 1864, leaving twelve children, only seven of whom survive; his present wife was Jane Sawyer, a native of Canada. They have five children.

**MITCHELL BOSHAW**, farmer, Section 21, P. O. Kimball, is a native of Canada, and was born October 12, 1817; he came to this county in 1829, when only twelve years of age. After reaching manhood he engaged in lumbering and bought timber land; he owned from three to five hundred acres and cut off the timber, and manufactured lumber and shingles, and was engaged in lumbering until the past ten years; he owns a farm of sixty-five acres, and has lived here for the past thirty years, and is one of the oldest settlers now living in this county; he married Mrs. Harriet Barden, a native of New York State, December 25, 1869. She came to this county in 1834. In 1841, she married James Barden, a native of Canada; he died in the army in 1864. They had twelve children, only eight survive. Mr. Boshaw had eleven children by a former wife.

**PARKER M. BROWN**, farmer and surveyor, Section 28, P. O. Kimball, is a native of Bridgewater, N. H., and was born July 6, 1816; he grew up and attended school there. July 3, 1837, three days before he attained his majority he started West to Michigan where he had two brothers in business; he remained until 1839, then went back to New York, and two years later married Miss Lucy M. Sackett, a native of Chenango County, that State. In the fall of the following year, they removed to Ohio and settled in Ashtabula County, and lived there until 1849, and then in Conneautville, Penn., five years. While living in Ohio, they were well acquainted with Joshua R. Giddings and Ben Wade, and lived neighbors to them. In October, 1856, they came to this county and settled in the town of St. Clair and lived there ten years, and since then have lived on this farm. In 1868, Mr. Brown was elected County Surveyor and held that office about fifteen years, and has been elected a member of the Board of Supervisors five years, and is serving his third term as Notary Public, he has also held several minor offices; he has had a large experience as a surveyor and civil engineer, and has earned an enviable reputation in his profession; he is a member of the Michigan Association of Surveyors and Engineers, and has met with that body at every meeting since its organization, except the first, when he was from home. Mr. and Mrs. Brown have one daughter—Mary L., now Mrs. Frank E. C. Atkins; he is a native of this county. They were married March 28, 1881. Mrs. Atkins has two daughters—Minnie May and Cora D.

**HIRAM BULLOCK**, farmer, Section 19, P. O. Smith's Creek, is a native of Canada and was born October 22, 1819. When twelve years of age his parents came to Detroit, lived there and near there a short time, and then went to Oakland County, living there until 1860; then came to the place on which he now lives, which he bought in 1858. It was covered with timber. He cleared it and made his farm, and since then has resided here. In 1874, he married Mrs. Mary Wedge, formerly Miss Mary Beach, a native of Connecticut; her parents came to this county during her early childhood; she began teaching school when only fourteen years of age, and was engaged in teaching for many years. In 1838, Mr. Bullock, when only nineteen years of age, went to Lake Superior in the employ of the American Company, and was engaged in prospecting for copper, iron and silver, and found valuable veins of copper.

**PETER BURNS**, farmer, Section 18, P. O. Thornton, is a native of Scotland and was born in 1820; he grew up and attended school there, and after reaching manhood was united in marriage to Miss Jessie Melville, a native of Edinburgh, May 28, 1846; four years later, in 1850, they came to the United States, and lived in Pennsylvania four years, then removed to New York and lived in Auburn fourteen years, and in 1868 came to St. Clair County and located in this town on the place where they now live, and since then have resided here; he owns a good farm of 160 acres, well improved. Mr. and Mrs. Burns have seven children—John, Jessie, William, Thomas, Annie, Mary and James.

**DAVID CARLISLE**, farmer, Section 36, P. O. Marysville, was born in Walpole, N. H., January 6, 1803; when seventeen years of age he went to Vermont. After reaching manhood he started West and came from Buffalo to Detroit on the steamer William Penn, and arrived there in the year 1828, and located in Oakland County, and lived there about twelve years; then came to this county and settled in the town of Columbus, and lived there eight years, and then removed to where he now lives, and owns a farm of 130 acres; he used to carry the mail on an Indian pony between Mount Clemens and Fort Gratiot, and was also in the Toledo war. Mr. Carlisle married Mrs. Mary Carlisle June 6, 1828; she was born in Groton, Mass., March 30, 1800, and they passed their golden wedding day five years ago. They have two children—Jane, now Mrs. Luck, and Phebe M. They have lost one daughter—Adeline M.

**V. E. CRANE**, Section 2, P. O. Kimball, is a native of Miami County, Ohio, and was born February 17, 1840; he was raised in Ohio and attended school at Farmer's College, College Hill, Ohio. When the war broke out he enlisted in the Home Guards of Tippecanoe City, Ohio, and was called to the front May 1, 1864; was on detached service and served as pass clerk for Adj. Gen. Thomas, and was quartered during the summer of 1864 at the residence of Gen. Robert E. Lee. Was mustered out September 20, 1864, and came back to Ohio; he came to Michigan in 1872, and to this county in April, 1873, and since then has been engaged in farming. In 1874, he was married and moved on the farm where he now lives; he owns over 200 acres of land here. Mr. Crane married Miss Jean F. Mallory, a native of Mentor, Ohio, January 17, 1877. They have two children—Vern J. and Gracie L.

**HENRY DUDD**, farmer, Section 16, P. O. Kimball, is a native of Germany and was born February 2, 1829; he emigrated to Canada in 1847, and the following year came to this State, and in 1849 came to this county and settled at Marine City; engaged in lumbering. In 1856, he came on the place where they now live; it was all covered with timber; he cleared it and made his farm which contains two hundred acres, and he had nothing when he came. In 1857, he married Miss Louise Brummer, a native of Wittenburg, Germany. They have eight children—William H., Charlie E., Tilda, Harmon, George, Fred, Frank and Allie Jane.

**ROBERT FLEMING**, farmer, Section 25, P. O. Port Huron, is a native of Franklin County, N. Y., and was born December 19, 1820. His parents, James and Jane Fleming, came to this county in 1822, and settled near St. Clair, and remained there six years. His mother died in 1850, and his father died in 1876. After reaching manhood he engaged in lumbering for twenty years. In 1877 he came to this county, and he now lives, and since then has resided here. Owns 120 acres of land. Has held school offices. In 1861, he married Mrs. Mary Lindcott, daughter of England. They have six children—Blossie, Edward, Maria, Clifton, Robert, etc.

**WILLIAM FLEMING**, farmer and lumberman, Section 24, P. O. Port Huron, is a native of New York State, and was born in Franklin County, July 19, 1830. His parents, James and Ann Fife Fleming, came to this county in 1822, and settled near St. Clair, and remained there six years. His mother died in 1860, and his father died in 1876. After reaching manhood, William began to lumber, and was engaged in lumbering for a quarter of a century, until within the past few years, and has also been engaged in farming. He owns a good farm of 200 acres, well improved. He has held school offices, and also Highway Commissioner. Was elected a member of the Board of Supervisors, but would not qualify. In 1860, Mr. Fleming married Miss Sarah Ann Gurney, a native of Oneida County, N. Y., daughter of Daniel and Adaline Leech, who came to this county in 1835, and are now living in St. Clair. Mr. and Mrs. Fleming have four children—Florence J., Elmer J., William and Adaline L.

**MARSHALL D. FRINK**, attorney at law, Section 31, P. O. Smith's Creek, is a native of New York State, and was born in Chenango County, November 12, 1837. He received his academic education at Norwich, N. Y., and afterward engaged in teaching, and remained in that State until 1864; then spent two years in the oil region, and in 1866 came to this county and engaged in the mercantile trade, and also in wood and contracting business for Grand Trunk Railroad. He carried on an extensive business, and did a larger retail trade, and sold more goods at that time than any merchant in St. Clair County, until 1876. Since then has been engaged in collecting his accounts, and also engaged in doing a general law and collecting business. He held the office of Justice of the Peace eight years, and also was elected and held office of Supervisor for seven years, and was chosen Chairman of the Board, and has held other town and school offices. He is Past Commander of Eagle Tent Lodge of Maccabees, of this town. In July, 1866, Mr. Frink married Miss Adelia E. Chamberlain, of Cattaraugus County, N. Y. They have two children—Mary E. and Lila F. Lost one daughter, Carrie B.

**DARIUS HARRIS**, farmer, Section 27, P. O. Kimball, is a native of New York State, and was born in Chenango County, N. Y., March 16, 1832. Upon reaching manhood he came to this county, and was engaged in lumbering until 1870, and since then has been engaged in farming. He owns good farm of seventy acres, and 106 acres of timber land. Mr. Harris married Miss Clara A. Myers, a native of New York State, November 12, 1866. They have two children—Willis E. and Herbert D.

**F. W. H. C. JARVIS**, farmer, Section 1, P. O. Port Huron, is a native of Canada, but his parents were born in Orleans County, State of New York. He was born December 15, 1831. He grew up and attended school there. After reaching manhood he engaged in school teaching and farming, and continued in that business some time. Has been a railroad contractor, oil speculator, lime merchant and farmer, and continued in that business until April, 1879, when he came to this county and purchased the farm where he now lives, known as the Rose Dale farm. This farm contains 300 acres. He bought a farm near this place, in the towns of Clyde and Kimball for his son Leon, and also owns a good farm well improved near London, Ontario. His success in life is owing to his own efforts and good management. He has held town, school and county offices, both here and in Canada. In 1853, Mr. Jarvis married Miss Catharine A. Hull, a native of Canada. They have three sons—Charles H., Leon V. and Horatio A.

**ANTOINE LA FOREST**, farmer, Section 22, P. O. Kimball, is a native of Canada, and was born on the River Thames, ten miles below Chatham, May 23, 1834. His parents came to this county and settled in this town in 1818, when he was only fourteen years of age. He grew up here, and was engaged in lumbering, and was engaged in that business during the winter seasons for twenty-four years, and farming during the summer season. Since 1871, has lived on his present farm, which contains 189 acres, all of which he has made and paid for himself. He has held office of Highway Commissioner and school offices. He married Miss Mary Drupay, a native of this county, May 22, 1859. They have five children—Almira H., Clara E., Maggie J., Catharine A., Charles H. They have lost four children.

**PASCHAL LA FOREST**, deceased, was born in Canada, April 21, 1831, and lived there until 1850, when he came to this county, and engaged in lumbering for many years. He bought the land where they now live, and cleared it, and made the farm and improved it. He and his brother were early settlers here, and in August, 1852, he married Miss Mary Busha, a native of Lower Canada. He held the office of Highway Commissioner and Moderator of Schools. Lived on this place until his death, which occurred November 9, 1881, and left a large estate of 300 acres here, and 240 acres at Lapeer, and also left six children—George, married and living here; Alvira, now Mrs. Pappeneau; Louie; Helen, now Mrs. Barder; Minnie, John.

**C. MAYERS**, deceased, was born in Germany, and immigrated to the United States in 1846. He went to Wisconsin, and while living there, in 1849, married Miss Maria Ann Helsenbeck, a native of Germany. They lived here two years, and then went to Ohio, and lived in Cleveland about eight years, and then came to this county and lived in Port Huron four years. Then removed to the land where they now live, and cleared it and made their farm and lived there until his death, which occurred January 26, 1875. He left a large estate of 420 acres of land, the result of the industry and good management of himself and wife. He left nine children—Van Kline, Robert, Ducabat, Peter, Hero, Mary, Ida, Rosa, Flora.

**DANIEL O'HARA**, farmer, Section 13, P. O. Port Huron, is a native of Ireland, and was born in 1843. He came to Canada with parents during childhood, and was there until February, 1865, when he came to this State. The following month he enlisted in Company F, Twenty-fourth Regiment Michigan Infantry, and served until close of war. During his time of service in the army, he attended the funeral of the assassinated



President, Abraham Lincoln, and was three days on the march. After he returned from service he worked for Mr. Bachelor twelve seasons. He owns his farm of eighty acres, and has lived on it since 1875. In 1865, he married Miss Catharine Crowley, a native of Ireland. They have had eleven children, only four survive—Mary, Alice, Joseph and Frances.

JAMES POTND, farmer, Section 14, P. O. Port Huron, was born in Gloucestershire, England, February 27, 1835, and from there came to Canada, and lived there until 1853, when he came to Port Huron and lived there twenty-six years. He worked in a saw-mill eleven seasons; also engaged in sinking wells and draining, and was foreman for contractor in laying street pavement. He owns his farm of eighty acres, where he now lives, and also owns other property. In 1857, he married Miss Mary Crimmens, a native of Ireland. They have seven children—Robert, Lucinda, James, Juliette, Peter, Charles and William.

WILLIAM SCHENK, farmer, Section 17, P. O. Kimball, was born in Rutland County, Vt., in 1808. His parents removed to New York State when he was only eight years of age, and he was brought up and lived there until 1847, when he came to this county and worked for John S. Kimball three years and then worked for Rust Brothers six years; he also worked for Eugene Smith and Mr. Jenks, and afterward took contracts. He was engaged in lumbering thirty winters. He owns a farm of 200 acres; he cleared it and made his farm; he had nothing when he came to this county. In 1848, he married Miss Matilda Thompson, of Detroit. They have two sons—Avery and William. They lost one daughter, Eliza, who died August 3, 1882, and one son, Samuel, who died November 18, 1882.

MERRITT SPERRY, Deputy Sheriff, Section 31, P. O. Smith's Creek, is a native of New York State, and was born in Jefferson County September 14, 1837. He grew up and attended school there, and remained in his native State until 1873, when he came to Michigan and located in this county. He has held the office of Deputy Sheriff for the last six years, and has held the office of Town Clerk. After the breaking-out of the rebellion, he enlisted in the Thirty-fifth Regiment New York Volunteer Infantry, and served three years. Was wounded during the siege of Vicksburg. In 1862, he married Miss Isadore J. Babbitt, a native of New York State. They have one daughter, Delia M., and have lost one son, George B. McLellan.

IVORY H. WAKEFIELD, dealer in groceries and provisions, Section 2, P. O. Port Huron, is a native of New Hampshire, and was born March 4, 1826. After reaching manhood, he went to Maine, and lived there until 1871, when he came to Port Huron, and lived there five years. He then bought a farm, and was engaged in farming about six years. He sold his farm, and in March, 1881, engaged in his present business, and is the only merchant at this place. He has held school offices. In 1850, he married Miss Elizabeth Cressey, of Cornwall, N. H. They have two children—Jacob M. and Emma S.

ROBERT WILSON, deceased, was born in the State of New Jersey. He came to this county, and in 1855 married Miss Sophia Bindewald. She is a native of Germany. They lived in the town of Columbus. In 1866, he came to this town, and was engaged in farming. He died in February, 1867, leaving three children—Caroline, now Mrs. Lambert; Fred, farming the home place, and Mary. Mr. Wilson left three daughters by a former wife—Marinda, now Mrs. Wheeler, Mt. Pleasant; Sarah, now Mrs. Tappan, New Jersey; Katie, now Mrs. Miner, Kalamazoo County. Mrs. Wilson owns a farm of eighty acres. Her son Fred is a member of the School Board and is Moderator of the board. He is also a member of the Order of Macca-bees, Eagle Tent.

WILLIAM A. WORDEN, Section 2, P. O. Port Huron, is a native of New York State, and was born in Whitesboro, January 26, 1824. He came here to St. Clair County when only six years of age with his mother, who settled at Wadhams. After reaching manhood, Mr. Worden engaged in lumbering. He entered the employ of Mr. Wadhams, and for a great many years held the position of superintendent of his extensive business. Mr. Worden, though not an old man, is one of the oldest settlers now living here. He has held the office of Town Clerk and Highway Commissioner, and has held school offices for many years. Mr. Worden married Miss Sarah Rice, a native of the city of Port Huron, and daughter of Mrs. Mary Ann Rice, October 7, 1856. They have one daughter, Carrie E., now Mrs. E. C. Boice, of Port Huron.

## CLYDE TOWNSHIP.

CLYDE Township was organized in 1837, with Ralph Wadhams Supervisor. The Black River runs through the township from northwest to southeast, while Mill Creek waters the southwestern section. The land may be called a sandy loam—generally fertile. During the lumbering days Clyde was one of the centers of this industry; but for years past the pine forest has been gradually yielding its place to fields of grain, until now the township may be considered one of the best improved agricultural districts in the county.

The population of Clyde in 1845 was 483; in 1854, 1,038; in 1864, 1,123; in 1874, 1,039, and in 1880, 1,252. The equalized valuation is \$386,493; the number of acres, 23,000, and the number of school children 423.

## THE FIRST LAND BUYERS.

The land buyers in this township, previous to 1837, are named as follows: Section 1, Charles Robinson, Royal H. Waller, David Spoor, Gordon Bradley, E. B. Lyon, 1836. Section 2, Frederick H. Stevens, Abner Coburn, R. H. Waller, 1836. Section 3, A. I. Beard, A. Coburn, 1836; Allen Atkins, James Gardoe, 1837. Section 4, H. Tingley, 1825; A. Beard, F. H. Stevens, 1836; Cliff Comstock, 1837. Section 5, Shubal Conant, 1824; H. Tingley, 1825; William Atkins, 1839. Section 6, Charles Peltier, J. H. Westbrook, John Baird, 1834; L. Stearns, H. Whitecomb, A. Beard, Frederick H. Stevens, 1835. John Miller, John Clive, 1836. Section 7, A. Beard, F. H. Stevens, 1835; Ebenezer Westbrook, Carlton B. Newbury, Charles S. Emerson and John Wright in 1836. Section 8, Jonathan Kearsley, Shubal Conant, 1824; H. Tingley, James Abbot, H. Whitecomb, J. W. Jaquith, Alonzo Crittenden, 1835-36. Section 9, Henry Chapman, S. Conant, 1824; O. W. Miller, R. Smart, Thomas Scott, John Biddle, A. Beard, Abner Coburn, 1835; A. Coburn, all Sections 10-11. Section 12, Arnold Kinney, J. T. Townsend, A. B. Eaton, Henry Howard. Section 13, M. A. Bunnell, Zophar Wright, John Beebe, Abram Martin, N. R. Smith, 1835; W. P. Barber, Samuel Hall, John R. Jones, A. B. Eaton, N. R. Smith, A. Kinney, 1836. Russell Forsythe purchased all of Sections 14 and 15 in June, 1835. Section 17, Ignace Moross, 1824; Henry Chipman, 1824, R. A. Forsythe, 1825; James Abbott, 1834; N. Smith and Arnold Kinney, 1835. Section 18, Ignace Moross, Andrew Westbrook, 1826; J. H. Westbrook, 1835; Frederick H. Stevens, James Abbott, 1835. Section 19, A. & J. H. Westbrook, Abbott, Stevens, 1832-36. Section 20, purchased by R. Forsythe and James Abbott. Section 21, R. Smart, Thomas Scott, Henry Chipman, 1824; Henry Howard, Ralph Wadhams, Elliot Gray, 1834; Hiram Mann, 1832, John Truax, Henry Howard, John Drew, 1833; R. Forsythe, 1835; E. C. Bancroft, 1837. Section 22, R. Smart, O. W. Miller, Thomas Scott, H. Chipman, 1834; J. Kearsley, Henry Howard, Ralph Wadhams, Louis Benedict, 1835. Section 23, Abram Martin, Howard & Wadhams, L. Benedict, R. Forsythe, 1835. Section 24, Edward Petit, 1835; Ira Porter, Milo Mason, 1835. Section 25, Jeremiah Harrington, H. Tingley, 1825; E. Bingham, 1832; R. Chambers, Henry Martin, R. Forsythe, T. J. Allyn, Ralph Wadhams, 1835. Section 26, Howard & Wadhams, H. Martin, Denis Kelly, L. Benedict, R. Forsythe, John Beebe, 1832-35. Section 27, J. Biddle, Smart, Miller, P. Scott, Benjamin Chipman, 1826; Abram Martin, 1832; Henry Howard, Ralph Wadhams, 1834. Section 28, Truax, Howard & Drew, John Whyte, 1833; L. Benedict, R. Forsythe and F. H. Stephens, 1835-36. Section 29, J. Abbott and F. H. Stephens purchased entire section in 1836. Section 30, John H. Westbrook, J. Abbott and F. H. Stephens. Abner Coburn purchased Section 31, January, 1836. Section 32, Franklin Moore, Reuben Moore, Abner Coburn, F. H. Stephens, 1835. Section 33, Norman R. Smith, 1833; F. H. Stephens, F. & R. Moore, Carlton B. Newberry, Arnold Kinney, 1836. Section 34, R. A. Forsythe, 1825; A. Kinney, F. H. Stephens, Chauncey Allen, N. R. Smith, 1835-36. Section 35, Ignace Moross, H. Tingley, 1825; A. Kinney, Levi Peters, L. Benedict and D. H. Allen, 1835-36. Section 36, Ebenezer Westbrook, Isaac Davis, H. Tingley, 1825; Phineas Davis, Jr., Joseph Coffin, 1833-37.

The post office villages of Clyde are Ruby and Abbottsford (both forming one long hamlet), Atkins and Vincent. Among the first permanent residents were John Beard, Allen Atkins, W. R. Goodwin, E. Vincent, S. Kingsley, A. Kinney and James Gardner. Others are named among the patentees of the United States lands of the township.

*Abbottsford*, in Clyde Township, is a small center of population, five miles north of Thornton, on the old C. & L. H. R. R., now the G. T. R. R.

*Atkins*, a name given to a small post office village in Clyde Township. It is about ten miles northwest of Port Huron, and seventy miles distant from Detroit.

*Ruby*, in Clyde Township, is situated on Black River, fifteen miles west of Port Huron. It is one of the *oldest of the new settlements of the county*.

The principal officers of the township since its organization are named in the following list:

## SUPERVISORS.

Ralph Wadhams, 1836-37; Commissioners' Board, 1838-41; Ralph Wadhams, 1842-52;

J. S. Kimball, 1853; E. Vincent, 1854-56; O. Westbrook, 1857; E. Vincent, 1858; Michael Plant, 1859; E. Vincent, 1860-62; Michael Plant, 1863; E. Vincent, 1864-76; Alexander McNaughton, 1877-79; Frank Kenney, 1880-81.

#### JUSTICES OF THE PEACE.

James J. Vincent, 1837; R. K. Greenfield, 1838; John H. Westbrook, 1839; William Perkins, 1840; Amos G. Throop, 1841; Solomon Kingsley, 1841; Norman R. Smith, 1841; Newell Smith, 1842; James J. Vincent, 1842; Michael Plant, 1843; Newell Smith, 1843; Walter Chase, 1844; Michael Plant, 1845; James J. Vincent, 1846; William R. Goodwin, 1847; Salmon Kingsley, 1847; John L. Kimball, 1847; Michael Plant, 1848; Walter Chase, 1849; Horace E. Bunce, 1850; William R. Goodwin, 1850; Horace E. Bunce, 1851; John S. Kimball, 1851; W. R. Goodwin, 1853; Horace E. Bunce, 1854; Michael Plant, 1856; James W. Andrews, 1857; Nathan Gilbert, 1857; W. R. Goodwin, 1858; Abel Stockwell, 1859; Michael Plant, 1860; R. N. Hewlett, 1861; David Baird, 1862; John Cruikshank, 1862; Oliver Westbrook, 1863; William Atkins, Jr., 1864; David Baird, 1865; Michael Plant, 1868; Henry Kingsley, 1869; W. R. Goodwin, 1870; Oliver Westbrook, 1871; Michael Plant, 1872; David Baird, 1873; W. R. Goodwin, 1874; Henry Kingsley, 1874; David Baird, 1875; James Gardner, 1875; M. Plant, 1876; F. O. Reynolds, 1876; Wesley Davidson, 1877-81; William R. Goodwin, 1878; F. O. Reynolds, 1879; Michael Plant, 1880.

#### BIOGRAPHICAL SKETCHES.

ALEXANDER W. ATKINS, farmer, Section 36, P. O. Port Huron, is a son of Alexander and Eliza Lewis Atkins, who came to this county in 1830, and were among the earliest settlers on Black River. Alexander was born here March 9, 1837, and was also raised here. After reaching manhood he engaged in farming, and since then has been successfully engaged in that business, and owns 257 acres of land well improved. He has held school offices. He married Miss Josephine Payfer, a native of Toronto, Canada, March 27, 1859. They began housekeeping in the house where Mr. Alexander was born. In 1880, their house was destroyed by fire with all of its contents. It was replaced by their present large and attractive home. They have six children—Edward, Carrie, Allen, Ella, Bertha and Arthur.

MRS. ELIZA LEWIS ATKINS, Section 36, P. O. Port Huron, is a native of Rensselaerville, N. Y., and was born December 11, 1809. Her parents, Robert and Dolly Stoddard Lewis, came to Detroit in 1817, and were among the early settlers there. On the 29th of May, 1831, Miss Eliza Lewis married Alexander Atkins, a native of Glasgow, Scotland. He came to this country in 1828, and came to this county in 1830, and engaged in making shingles on Black River. He worked at that business some time, and afterward bought a farm in Macomb County and lived there one year. Then bought the farm where they now live and lived there until his death, which occurred July 10, 1852. Mrs. Atkins has seven children living—Dolly, now Mrs. Leech; William, Alexander, James, Eliza Jane, now Mrs. White; Maggie, now Mrs. Fuller; and Mortimer. Mortimer Atkins, her youngest son, was born here November 6, 1849. He grew up here and lives on the home place with his mother and manages the farm, which consists of 185 acres.

WILLIAM BAILEY, farmer, Section 11, P. O. Ruby, is a native of England, and was born in 1821. His parents James and Sarah Bailey, came to the United States in 1830. His father was a Methodist minister; they lived in New Jersey six years, then removed to Canada. William grew up to manhood and lived there until 1872, when he came to St. Clair County, and located at Abbotsford in the town of Clyde, and lived there eight years; then removed on the farm where he now lives. Mr. Bailey owns, besides the farm of 180 acres where he now lives, the mill at Abbotsford, eighty acres of land and other property. His success in life is owing to his own efforts. Mr. Bailey married Miss Sarah Dunkin, formerly of New York State, May 26, 1845; she died March 2, 1864, and left four children—William A., Alice Jane, now Mrs. Moses McKay, Sarah H., now Mrs. Bidwell D. Stewart, and George W., attending school at Urbana, Ohio. In 1865, Mr. Bailey married Jane Ann Gillam, of the State of Pennsylvania.

RICHARD BEAN, farmer, Section 25, P. O. Port Huron, is a son of Richard Bean, a native of Virginia, and Mary Bean, who was born in this county; she was the first white female child born in Black River. Her husband was a soldier under Gen. Harrison, and was in the battle of Tippecanoe, and was discharged in 1815, and drew a pension as long as he lived. He came to this county in 1823, and was one of the earliest settlers here. He settled two miles north of St. Clair, and the following year moved up the river near the place of Judge Bunce. In 1825, he moved up on Black River, a short distance above Wadhams, and engaged in making shingles and farming; he died in July, 1853, leaving nine children. His widow still survives him, and has her eighty-eighth birthday. Her son, Richard Bean, was born in city of Detroit, November 9, 1816, and came with his parents to this county in 1823. During his boyhood, the Indian boys were his frequent companions; after reaching manhood, he engaged in making shingles and lumbering, and since 1842 has also been engaged in farming. He has held the office of Highway Commissioner, and has held other town and school offices. He is one of the oldest settlers now living. He married Miss Frozina Fenton, a native of New York State, January 10, 1837. They have seven children—Gilbert, James, George, Melissa, Hattie, Lydia and Mary.

FRED A. BEARD, mill owner, farmer and stock-raiser, Section 8, P. O. Ruby, is a native of St. Clair County, and was born in the town of Port Huron July 28, 1841. His parents, John Beard and Hannah Pick



Beard, were among the earliest settlers of this county. His father was engaged in profitable lumbering, actively and prominently identified with lumber interests for nearly half a century, and one of the most successful business men in this section of the State; his death occurred June 1, 1879. His wife survives him, and is living in this town. Fred A. attended school in this county, and afterward spent two years at Albion College; then entered his father's office, and was actively identified with the business until his father's death, and succeeded him in the management of the mill property. He owned a herd of 500 head of cattle, the most extensive stock-raiser in St. Clair County. His herd of short-horns are well known throughout this county and this section of the State. Mr. Beard was united in marriage, August 5, 1874, to Miss Ann Conlan, a native of New York State.

**HORACE E. BEARD**, farmer, Section 17, P. O. Ruby, is a native of this county, and was born in the town of Clyde August 10, 1850. He is a son of John Beard and Hannah Fick, who were early settlers here. His boyhood was spent on his father's farm, and he attended school here, and has resided here, except one year spent in Kansas and Colorado; since manhood, has been engaged in farming and stock-raising, buying and feeding stock. He holds the office of Township Treasurer. Mr. Beard was married October 16, 1879, to Miss Josie A. Reynolds, a native of Maine; her parents came to this county in 1865. Mr. and Mrs. Beard have one son—Edward Guy.

**JOHN BEARD**, deceased, was a native of New York State, and was born in Chateaufort County, in 1811. He came West to the State of Michigan with his father, Al Beard, who settled in St. Clair County in 1830, and located a large amount of timber land, and built saw mills at Ruby, and manufactured lumber which was rafted down Black River. In 1839, John Beard and his brother James began business on their own account with a small capital, and two years later they bought their father's mill and lands around Clyde, and extended their operations until they acquired thousands of acres of pine lands in this and other portions of the State. In 1837, Mr. Beard was united in marriage to Miss Hannah Fick, of Long Point, Ontario, Can. In 1856, the firm of J. & J. Beard was dissolved, James taking the Port Huron property, and John keeping the old place in Clyde, where he continued to reside, and was engaged in the manufacture of lumber until his death, which occurred June 1, 1879. He left a large estate, and was one of the most successful business men in this section of the State. He earned and enjoyed an enviable reputation for integrity in all his dealings, and was noted for his liberality and his readiness in aiding and assisting the worthy and deserving. He left a wife and four children—David, Fred Albert, Jennie and Horace.

**ARCHIBALD CAMPBELL**, farmer, Section 25, P. O. Port Huron, is a native of Canada, and was born June 9, 1828. His parents were James Campbell and Roxana Noble. His father died when he was young, and his mother and the family came to this county during the early boyhood of Archibald, and lived in Port Huron two years; then moved up on Black River just below Wadhams Mills in the town of Clyde. He worked in lumbering as soon as he was large enough, and worked in the lumber woods for many years. In 1856, he came on the place where he now lives, cleared the land and made his farm, and lumbered during the winters. He owns 160 acres here, and 160 acres in the town of Wales, all the result of his own efforts. Mr. Campbell was married November 30, 1856, to Miss Louise Payfer, a native of Canada. They have six sons and four daughters—Augustus W., James D., Archie B., Seth E., Washington D., Howard W., Agnes, Annie, now Mrs. Baldwin, of Fort Gratiot; Minnie and Matilda.

**WALTER CHASE**, contractor and builder, Section 7, P. O. Ruby, is a native of Canada, and was born at Port Stanley October 6, 1834. His parents, Walter and Ann Secord Chase, were natives of Canada, and came to this county in 1838; lived in Port Huron three years; then came to this town and engaged in lumbering, built mills and carried on an extensive business until his death, which occurred February 13, 1875, and his wife died June 24, 1876. They left three children—Mary, now Mrs. Evans, David and Walter. Walter was the youngest son, and came here with his parents, and grew up and attended school here and at Port Huron, and was then connected with his father's business, and for some years has been engaged in contracting and building. He has held office of Highway Commissioner and minor offices, and owns a farm of eighty acres. In 1858, Mr. Chase married Miss Emma Cook, a native of Canada; they have three children—James W., W. Albert and Cynthia E.

**EDWARD CLARKSON**, blacksmith, Section 17, P. O. Ruby, is a native of Canada, and was born October 29, 1829. He grew up there and learned his trade in the city of Toronto. He came to this State in 1868; lived at Ridgeway three years; then came to this town and since then has been engaged in business here and has a good trade. He has held the office of School Director. In 1854, he married Miss Eliza Travis, a native of Canada. They have two children—Amanda and Emma.

**HENRY COOK**, farmer, Section 10, P. O. Atkins, is a native of England, and was born October 3, 1836. He came to this county in 1855, then went to Canada, where he lived five years, and came to this county in 1859, and two years later bought the land where he now lives, cleared it and made his farm, and since then has made all his improvements. When he began life, he had nothing at all, and his success is owing to his own efforts. In 1859, he married Miss Eliza Hunter, a native of Ohio; she died August 11, 1873, leaving five children—George; Anna, now Mrs. Humphreys; Etta, now Mrs. McIntyre; Emma, and William. Mr. Cook married Mrs. Francis Titus, formerly Miss Francis Weaver, of Ontario, Canada, January 29, 1874. They have two children—May and Maud. Mrs. Cook has one daughter, Anna M.

**G. W. DAVIDSON**, farmer and breeder of fine horses, Section 12, P. O. Port Huron, is a son of John N. and Margaret (Atkins) Davidson, and was born in the town of Clyde November 23, 1849. When six years of age, his parents removed to Port Huron, and he grew up and attended school there. In 1866, he came on the farm, and since then has resided here and engaged in farming; for some years he has also been engaged in raising fine horses, and he has some of the best bred stock in the county. He owns 135 acres of land; has held the office of Justice of the Peace for eight years, and has served as Deputy Sheriff. Mr. Davidson married Miss Mary Corbushly, of Port Huron, February 11, 1872. They have five children—Ethel, James, Florence, Emma and Helen.

**JOHN N. DAVIDSON**, farmer, Section 12, P. O. Port Huron, was born in Lanarkshire, Scotland, January 11, 1810. He came to the United States in January, 1839, and came to St. Clair County in May, of the same year, settled on Black River and began clearing land and making a farm, and afterward engaged in lumbering, during the winter, for sixteen years. In 1856, he removed to Port Huron, and lived there for some years, and then came out on his farm, where he now resides. He has served as a member of the City Council and held school offices. In 1833, he married Miss Margaret Atkins, a native of Scotland. She died January 11, 1871, and left five children, only four of whom survive—John, James, Agnes and Wesley.

**JAMES GARDNER**, farmer, Section 3, P. O. Atkins, is a native of Scotland, and was born September 15, 1804. Upon reaching manhood, he emigrated to Quebec, in 1835; remained there two years, and came to this county in 1837, and settled in the town of Clyde on the place where he now lives. When he reached here, he had one-half barrel of flour and eight pounds of pork; he entered the land from the Government and cleared and made his farm of eighty acres, and afterward bought 160 acres; he is one of the oldest settlers in this part of the county. He married Miss Barbara Young, a native of Scotland, January 2, 1835; they have five children—William; John; Barbara, now Mrs. Vibbart; Camelia, now Mrs. Parker, and Margaret, now Mrs. Garner.

**MARTIN GLYSHAW**, farmer, Section 8, P. O. Ruby, is a native of Germany, and was born December 6, 1847. His parents emigrated to this country in 1852, and lived in Cleveland, Ohio, three years, and came to this county in 1855. After reaching manhood, Martin and his brother worked together in pulling stumps and farming. Martin owns 160 acres of good land—the result of his own earnings; he has held school offices. He married Miss Frances E. Campfield March 17, 1868; she is a native of this county, and daughter of Andrew J. and Pamela (Allen) Campfield, who were among the early settlers here. Mr. and Mrs. Glyshaw have four children—Alda L., John, Pearl E. and Grace.

**JOHN HAKEN**, farmer, Section 24, P. O. Fort Gratiot, is a native of England, and was born in 1813; he came to Canada during his early manhood, and lived there until 1852, when he came to this county, and began working at his trade of carpenter and joiner. He bought this farm the same year, and since then has been engaged in farming; he owns 160 acres of land. In 1862, he married Miss Keziah Welch, a native of Canada; they have three children—George, Thomas and John R.

**JOHN HERON**, farmer, Section 15, P. O. Atkins, is a native of Canada, and was born October 7, 1836. After reaching manhood, he came to this county, in 1856, and went to work on a farm; he afterward bought land and engaged in farming; he owns 185 acres of land, and has lived on this place eleven years; he has held school offices. He married Miss Jane Gibson, a native of Canada; they have eight children—Margaret, Henry, Samuel, Martha, John, Charles, Janie and Adam.

**WILLIAM HUDSON**, farmer, Section 25, P. O. Port Huron, is a native of England, and was born in Sussex June 10, 1819; he came to New York in 1833, and when he got there only had one shilling. He learned his trade in the city of Auburn, in that State, and lived there some years; was well acquainted with William H. Seward and his sons; he came to Port Huron in 1864, and engaged in business with Mr. Mitts for one year, then bought a hotel at Pine River, and was there three years; he afterward bought the Six Mile House at Wadhams, and was there about four years; then removed to Port Huron. In 1841, he married Miss Rhoda Chamberlain, of Pennsylvania; she died 1874, leaving four children—William W., George H., Charles E. and Albert A. In October, 1875, he married Mrs. Mary Caroline Foster, of Cumberland, England; she came to this State in 1854. In 1876, they came on this farm, and since then have lived here.

**ALEXANDER JACOBS**, farmer, Section 27, P. O. Port Huron, is a native of Canada, and was born May 15, 1808. After reaching manhood, he came to this county, in 1831, and engaged in lumbering. He bought the land where he now lives, and has lived on this place forty years; he carried his groceries on his back from Port Huron when he first settled here; he owns his farm of eighty acres, which he cleared himself. He married Miss Polly Parsons, a native of Canada; she died December 21, 1880, and left eight children—Albert, Josephine, William, Chester, Agnes, Mary, Lucinda, Emma.

**ASAHEL KINGSLEY**, farmer, Section 10, P. O. Atkins, is a native of St. Clair County, and was born in the town of Clyde May 22, 1840. His parents, Salmon and Parnell Beard Kingsley, were among the earliest settlers of this county. He grew up and attended school here, and since reaching manhood has been engaged in farming; owns a good farm of eighty acres. Mr. Kingsley married Miss Sarah Kinney January 1, 1872; she is a native of New York State, and daughter of Edward and Mary Kinney. They have two children—Edward Salmon and Emma.

**HENRY KINGSLEY**, farmer, Section 3, P. O. Atkins, is a native of the town of Clyde, St. Clair, and was born at Beard's Mills March 2, 1836. He is the oldest son of Salmon and Parnell Beard Kingsley; he grew up and attended school in Clyde and in Port Huron. Among his schoolmates were Henry McMorran, Col. Atkinson and O'Brien Atkinson, of Port Huron, Watson Beech, of Lexington, and others. Upon reaching manhood, he engaged in farming and lumbering. During the war, he enlisted in Company K, Second Michigan Cavalry. Was discharged on account of disability. Since then has been engaged in farming. Owns a fine farm, well improved, and other property. He has held the offices of Deputy Sheriff, Justice of the Peace, Drain Commissioner, and other town and school offices, and has always been actively identified with the interests of his town and county. Mr. Kingsley was united in marriage October 11, 1864, to Miss Mary A. Saville, a native of Portland, Me.; they have three children—Carrie, Hattie, Mabel. Mr. and Mrs. Kingsley have been actively identified with musical interests of the town and county for many years. Some ten years ago, he organized a singing class among the children of the neighborhood, as there was no Sunday school, and they met one hour every Sunday afternoon. The class increased, and the children and the parents became greatly interested. A Sunday school was organized, and it has grown and flourished. Several concerts have been given to crowded houses. In this way, they raised money and bought a fine organ for the school, and paid for it with a part of the funds thus raised.

**SALMON KINGSLEY** (deceased) was born in the town of Orwell, Addison Co., Vt., March 10, 1807. During his boyhood he was bound out, and served his time in his native State until twenty-one years of age.

After reaching manhood, he came West to Detroit in 1830. He started to go to Chicago, but returned to Detroit, where he met Judge Bunce, who was engaged in lumbering on Mill Creek in this town, and he entered his employ, and remained with him about one year; then went to work for Ai Beard. He remained with him until 1838, when he located the land where his son now lives, and entered it from the Government. The deed now in possession of his son Henry was signed by Martin Van Buren, then President, and is dated August 21, 1837. While in the employ of Mr. Beard, Mr. Kingsley married his daughter, Miss Parnel Beard, July 9, 1833. He built a shanty on his land and they moved into it. They were so poor they used an old red chest for a table. He cleared up and made his farm, and engaged in lumbering during the winter season, and carried on his farm. He was a man of strict integrity and irreproachable character, and in his life and dealing with men followed the golden rule. He held the offices of Justice of the Peace and Road Commissioner, and other town offices. He died March 2, 1880, leaving property valued at \$16,000. His wife's death occurred June 25, 1879. Of five children, four survive them—Henry, Asahel, Mary and Emeline, now Mrs. John Gardner; Caroline, the oldest daughter, died in 1866.

**FRANK KINNEY**, farmer, Section 35, P. O. Port Huron, is a native of St. Clair County, and was born in the house where he now lives May 19, 1814. His parents, Arnold Kinney and Laura Babcock Kinney, were among the earliest settlers of this county. Frank grew up and attended school here, and since reaching manhood has been engaged in farming. He owns over 300 acres of land. His father cleared the land and made the farm, and it is one of the oldest and best known farms in this section of the county. Mr. Kinney was elected a member of the Board of Supervisors two terms, and held the office of Town Treasurer three years. He married Miss Jessie Hamilton, a native of Canada May 23, 1870. They have two children, one daughter, Maud, and one son, Chester Frank.

**JOHN KINNEY**, farmer, lumbering and real estate, Section 4, P. O. Atkins, is a native of St. Clair County, and was born in the town of Clyde October 14, 1837; his parents, Arnold Kinney and Laura Babcock Kinney, were among the early settlers here; the boyhood of Mr. Kinney was spent on his father's farm, and, after he was large enough, went in the lumber woods during the winter season. After reaching manhood, he engaged in farming and lumbering, and since then has been successfully engaged in that business, and dealing in real estate. He owns 450 acres in the town of Clyde, and owns over 1,200 acres elsewhere. He has held the office of Town Treasurer, and school offices. Mr. Kinney was married July 31, 1859, to Miss Margaret W. Atkins, a native of Scotland, and daughter of William Atkins, Sr.; they have five children—Arnold W., Nettie, Maggie L., Bertie L. and Marion E.

**CHARLES LEWIS**, farmer, Section 1, P. O. Port Huron, is a native of Canada, and was born October 28, 1845, and is a son of Edward and Barbara Lewis; he grew up there until nineteen years of age; then went to California and remained there five years; then came to this State and bought a farm on the Wild Cat, near Lexington, and lived there until 1877; then came in the town of Clyde and bought the farm where he now lives; owns 180 acres with excellent improvements; he has been engaged in lumbering, and has had a mill up the lake for some years. He had nothing when he began life. In 1867, he married Miss Sarah Bursee, a native of Canada; they have four children—Mary, Alvira, Aurilla, Charles.

**GEORGE LOCKWOOD**, farmer, Section 12, P. O. Port Huron, is a native of St. Clair County, and was born at Fort Gratiot November 6, 1828. His parents, David and Mary Ann Lockwood, were among the earliest settlers of this county, and were here when the military fort was built. George has always lived in this county, and is one of the oldest settlers now living here; since reaching manhood, he has been engaged in farming, and has lived on his present farm for the past twenty-four years; it contains 160 acres. He has held school offices. In June, 1858, he married Miss Maria Miller, a native of New York State; they have four children—Dwight E., Anna M., Rosa L., Ada.

**ALEXANDER McNAUGHTON**, farmer, Section 13, P. O. Port Huron, is a native of Scotland, and was born in Perthshire. After reaching manhood came to Canada in 1852, and the following year came to St. Clair County and settled in the town of Clyde. In 1854, he came on the farm where he now lives, and since then has been engaged in farming. Since 1870, Mr. McNaughton has given attention to raising fine cattle, short-horns. He has 240 acres, well improved. He has represented the town of Clyde in the Board of Supervisors and has served as Road Commissioner.

**DANIEL C. MERRITT**, farmer, Section 26, P. O. Port Huron, is a native of Canada, and was born January 28, 1831. He came to this county in 1850, and worked for Richard Bean, who is the oldest settler here, and he afterward engaged in lumbering and farming. He owns a good farm of 100 acres; he has held office of Commissioner of Highways and was Constable for eleven years and held other town offices. He married Miss Lorinda McNutt, a native of Whitby, Canada, December 10, 1853. They have ten children—Hamilton, Zetella, Lois, Norman, James, Daniel C., Charles, Elinor, Carrie and Sylvester.

**GEORGE D. MORDEN**, farmer, Section 2, P. O. Atkins, is a native of Canada, and was born January 8, 1833. His parents came to this county in 1856, and settled in this town. He grew up and attended school here and upon reaching manhood engaged in farming and also taught school. He owns a good farm of eighty acres well improved. Mr. Morden married Miss Zetella Merritt, a native of this county, October 4, 1877, and daughter of Daniel C. and Lorinda (McNutt) Merritt, of this town. Mr. and Mrs. Morden have three children—Bertha E., Leigh E. and George H. Mr. Morden's parents were Jonathan and Mary (Hall) Morden. They came to this county in 1856. He bought the land where his son now lives and made the farm. They removed to Richmond in 1880. They have four children—George D., Walter C., Lina E. and Mary E.

**T. J. PECK**, farmer, Section 36, P. O. Port Huron, is a native of Canada and was born at Toronto, Ontario, June 6, 1836. Upon reaching manhood he came to this State and engaged in lumbering, and followed that business until 1876, then bought land and engaged in farming; he owns a farm of fifty-two acres, well improved, and has a fine orchard of well selected fruit. He married Miss Mary Ann Williams, a native of Warwick, Canada, December 30, 1860. They have two children—Harriet A. and Thomas H.



**MICHAEL PLANT** is a native of Canada, and was born at Fort Erie, near the Niagara Falls, January 16, 1818. He is a son of Edward and Elizabeth Plant, his father was a native of New Jersey, his mother of New York State. His father enlisted in the American Army in the war of 1812; was engaged in the battles of Chippewa, Little York (now Toronto), Fort Erie and Stony Creek, where he was taken prisoner, taken to Halifax, and kept in prison until the next spring, when he was exchanged. He again joined his regiment and served till the end of the war. Mr. Plant grew up and worked on his father's farm and attended school until he was nineteen years old. He being educated by his father in Democratic principles, and trained in the ranks of the Radical party, had said some imprudent things against the Tory party and was known to be a strong Radical. The McKinzie rebellion had already broken out. A friend notified him that he would be arrested the next day. Not liking the idea of being incarcerated in a Canada prison, that night he started for Michigan. On the night of the 12th of December he was taken prisoner at a place called Warrick Village; next day taken back to Adelaide Village and had an examination before the civil and military authorities. Nothing being proved against him, he was released, and started again for Michigan. Considering it dangerous to travel the main road, he struck through the woods; slept in an old shanty the first night. The next day he struck the shore of Lake Huron about ten miles above Port Sarnia; followed the shore down near Sarnia; saw a man with a small skiff; hired the man to take him to Port Huron. He says when landed on the dock in Port Huron, December 14, 1837, he was the happiest boy in Michigan. He engaged in lumbering for a few years; then engaged in farming, and has lived on his present location for a third of a century; his home farm contains 345 acres. Mr. Plant has been actively identified with the interest of his town and county for forty-five years. He has held the office of Justice of the Peace since 1841, with the exception of four years; held the office of Supervisor two years, and also served as Commissioner of Highways ten years, and School Director nine years, and in other town offices. He has been a director of the Farmers' Mutual Fire Insurance Company of Macomb and St. Clair counties for the past sixteen years. In 1839, he married Miss Mary Ann McCallum, a daughter of the late Capt. Hugh McCallum of Wallaceburg, and a native of Argyleshire, Scotland. Her mother was Lydia Ward, of Whitehall, N. Y. Mr. Plant was born in 1820, on the River Thames, Lewisville, Ontario. They have three daughters—Jane, Emma and Ellen.

**DANIEL ROBINS**, farmer, Section 2, P. O. Atkins, is a native of Canada, and grew up and lived there until 1857, when he came to this county and located in the town of Clyde. When he bought the land where he now lives it was all woods. He cleared it off and made his farm, and since then has been engaged in farming. During the war, he enlisted in Company H, Third Michigan Infantry, and served one year and nine months. In May, 1854, he married Miss Angeline Letunno, a native of this county. They have nine children, seven daughters and two sons—Rachel, Martha, Sarah M., Abbie, Ellen, Grace A., Mary Jane, Alexander and Edward.

**WILLIAM ROSS**, farmer, Section 10, P. O. Atkins, is a native of Scotland, and was born in 1830. He emigrated to the United States in 1840, and came to this county in 1850, and was here only a short time; then went to Sanilac County, and afterward removed to Canada, where he lived for some years. He returned to this county and bought the farm where he now lives, and since then has resided here. While living in Canada he held the office of Postmaster. In 1870, he married Miss Lizzie Powell, a native of London, Ont. They have five children—Lizzie, Maggie, Mary, Ida and Willie.

**A. J. SHOCKLEY**, Abbottsford, Section 7, physician and surgeon, is a native of Ripley County, Ind., and was born June 22, 1850. He received his literary education in that State, and pursued his medical studies in Cincinnati, and graduated at the Ohio Medical College in 1874. After graduating, he practiced medicine in Indiana until 1877, when he came to this town, and since then has practiced his profession here. He owns a fruit farm of eighty acres; he has served as Town Superintendent of Schools, and has been Health Officer for the past five years. In 1878, he married Miss Ada Saville, a native of Prince Edward Island. They have two children—Grace and Nora.

**JACOB SHUFELT**, farmer, Section 14, P. O. Atkins, is a native of New York State, and was born December 26, 1803. He grew up to manhood in that State and removed to Canada, and lived there until 1853, when he came to this county and bought land and cleared it, and made his farm, and since then, for the past thirty years, has lived in this town. His farm contains eighty acres. In 1831, he married Miss Polly Castor. She is a native of Canada, near Toronto. She died October 19, 1873, and left nine children—Alice, Susan, Elmira, Ruth, Melinda, Mary, William, Peter, Uriah, Philip.

**DAVID SIMS**, farmer, Section 10, P. O. Atkins, is a native of Canada, and was born April 7, 1832. Upon reaching manhood, he came to this county and engaged in lumbering, and was connected with that business for twenty years. He then engaged in farming; he owns a farm of eighty acres. In 1866, he married Miss Amelia Hitchings, a native of New Brunswick. They have two children—Robert H. and Mary Agnes.

**WALTER J. SLINGERLAND**, farmer, Section 25, P. O. Port Huron, was born in Niagara, Canada, January 26, 1818. He grew up and lived there until 1850, and during that time cleared up and made two farms. Then came to this county and settled on the place where he now lives, and cleared up and made his farm, and since then, for the past thirty-three years, one-third of a century, has lived here. He has held school offices. His first wife was Miss Fidelia Simmons, of Norwich, Canada. She died December 9, 1859, leaving three children—John, Alice and Wallace. In 1870, he married Mrs. A. J. Putnam, of Norwich, Canada. She has one daughter—Olivia.

**BENJAMIN SMITH**, farmer, Section 14, P. O. Atkins, is a native of Warren County, N. Y., and was born December 22, 1814. He lived there until sixteen years of age, then removed to Canada, where he lived until 1852, when he came to St. Clair County and engaged in building railroad for John Baird and Elijah Haynes. He afterward bought the land where he now lives, and cleared it of timber and made his farm, and since then has resided here, and is one of the early settlers. During the war, he enlisted in Company C, Twenty-second Regiment Volunteer Infantry, and served about three years. After the war, returned and since then has resided here.

JAMES SYMINGTON, owner and proprietor Montreal Hotel, Section 28, P. O. Ruby, is a native of Scotland, and was born July 8, 1820. His parents immigrated to the United States in 1834, and he came to St. Clair County the same year. The following year he went over to Canada, and worked in lumber there, then and here, but sold most of his lumber on this side, and since 1867 has resided here permanently. He held the office of Deputy Sheriff six years, and has held several other offices, and has a good general knowledge of law, and has done considerable practice in Justice courts. He is a ready writer and has been a contributor to newspapers over thirty years. Has recently bought the Montreal Hotel property. In 1849 he married Miss Hannah McNair, a native of Canada. They have six children—Theresa, Grace, Elizabeth, Christina, Hannah, Isabel.

EDWARD VINCENT, farmer, Section 7, P. O. Port Huron, is a native of Lower Canada, and was born October 31, 1825. His parents came to Michigan in 1836, when he was eleven years of age, and were among the early settlers. When he reached the age of twenty-one, his father died, and the care of the family devolved upon him. After reaching manhood, he engaged in farming and lumbering and carried on the business largely for a great many years, and is still interested in it, though for the past ten years he has not given his active attention to it as he did previous to that time. He lives on the same farm cleared by his father, containing 480 acres, and also owns other lands, and property in the city, and is one of the owners of the flouring mill in the city on Black River. In May, 1877, Mr. Vincent was appointed County Treasurer to fill the unexpired term of John Johnson, and at the following election was elected to the same office. He has held the office of Supervisor for twenty-two years, and is one of the oldest members of the board, and has held town and school offices. In the fall of 1882, he was elected Representative to the State Legislature, and is now a member of that body. Mr. Vincent married Miss Agnes G. Atkins, a native of Canada, March 21, 1853. They have six sons and three daughters—James L., Edward L., Charles S., Leonard M., Wesley R., Fred A., Marcia E., Nellie M. and Blanche E.

OLIVER WESTBROOK, farmer and attorney, Section 18, P. O. Ruby, is a son of Andrew and Sallie Hull Westbrook. His father was a native of New York, and his mother was born in New Jersey. Some years previous to the war of 1812, they moved to Canada, in which war Andrew Westbrook served. Being obliged to leave Canada, he lost 9,000 acres of land, on a portion of which the city of Toronto has since been built. In the year 1814, he came to Detroit, and the following year, up to the St. Clair River. In 1815, Mrs. Westbrook died, leaving her husband with six children. Oliver was born in Delaware County, Canada, November 22, 1808. When a little over seven years old, he was carried off by the Indians and was held by them three years, being well cared for during that time. When the Indians came to Malden for their annuities, his father saw him and bought him of the chief. His education was limited to three months' attendance at a district school. He lived in the town of China until he was eighteen years old, when he went to Cleveland, Ohio, and engaged in lumbering there and in the vicinity. In May, 1828, he went to Rochester, N. Y., working on a farm until fall, threshing in the mean time 100 bushels of wheat with a flail, when he went to Geneseo and entered into the employ of Gen. Wadsworth, with whom he remained seven years. While with Gen. Wadsworth, he was married to Miss Eliza Crossett, of Geneseo, May 14, 1834. During the day there was a severe snow-storm, the snow falling to the depth of one foot and the ice freezing to the thickness of one inch. During this year he returned to St. Clair County and settled on land given him by his father, adjoining Port Huron, on the river. His father died during the year, and Oliver sold this place and bought land on Belle River, where he lived three years, when he came to Clyde, near which town he still resides. From the time of his arrival here, himself and brother were engaged in farming and lumbering for a period of about thirty years, though for the most of this time Oliver was engaged in lumbering and in hauling shingles and staves to Port Huron and selling them for the manufacturers. In 1867, he was elected magistrate, holding the office twelve years. He also held the office of Supervisor of this town. Since then he has been engaged in the practice of law in this and adjoining counties, and has also held school offices. He was appointed by the Governor, Paymaster of the State Militia. He owns the farm upon which he now resides and upon which he has lived since 1853. He is probably the oldest resident of the county and has a vivid recollection of the early days of Michigan Territory. At the time of his father's removal there, the territory was literally full of almost all kinds of game. His brother and himself, with their dog, named Patto, caught thirty raccoons in half of one night, and in one winter season they caught 150 foxes. Wolves, otter, mink, muskrats and sable abounded. The river was very full of white and other fish; it was no uncommon thing in the month of November to catch four or five barrels of white fish at a single haul. Blackbirds and pigeons flew over the country in innumerable myriads. Mr. Westbrook's father shot at one time ninety-nine pigeons as they rose from the wheat stubble. At this early time, most of the people living within the county were Frenchmen and Chippewa Indians. A few of their names are as follows: Charles Boumm, Peter Brandemore, Samuel Petit, Samborn Duchane, Joseph Minney, Trombley Sharkey, Capt. William Thorn, Cottrell Harrow, William Brown, Robinson Hewson, Mr. Stewart and Mr. Little, the latter five living on Harsen's Island. In those days Gov. Lewis Cass was accustomed to pass up the river each summer for a number of years, in a birch bark canoe, with about ten Frenchmen to paddle his canoe. Gov. Cass was usually dressed when on these expeditions in full Indian chief costume, and had along old James Conner for interpreter. Mr. Conner could speak seven languages fluently. Gov. Cass was in the habit of stopping at Mr. Westbrook's father's house when on these expeditions. For three or four years after moving to this county, Mr. Westbrook's family pounded corn in an Indian mortar for bread and samp. The first wheat they raised they boiled. There were no roads, no mills, no stores, no schools. The first milling was done at a windmill fifty miles distant down the river, opposite Detroit, and reached with a canoe. Mr. and Mrs. Oliver Westbrook have five children.

## BURTCHVILLE TOWNSHIP.

BURTCHVILLE was an important lumber township during the great timber-making era in this county. Among the early permanent settlers were Jonathan Burtch, Andrew Facer, J. Y. Pettis and others mentioned among the early land buyers. The Farrand Mills, at Lakeport, must be considered the pioneer manufacturing industry of the district. In early days these mills attracted much attention, and through them attention was drawn to the resources of the township. The settlers, too, were pioneer workers, and hold an important place in the history of the county's progress. The number of acres of land within the limits of Burchville is 10,050, and the equalized valuation for 1882 is \$121,234. The population has increased, from 353 in 1845, to 752 in 1880. In 1854 there were 1,000 persons in the township, and in 1864 1,695 persons, the great number of whom were connected with the lumber industry. Since its decline, the population has fallen to 752.

Geologically there is but little of interest connected with this township. It has not been made a field of very extensive explorations by the State geological corps. At about the same level are found about the same deposits, which indicate that this section has not suffered from any sudden disturbances. The district has not been the seat of any unhealthy excitement over the discovery of minerals. Years ago it was reported that lead was found, but the report was false. Occasionally a surveying party finds that their compasses are seriously disturbed in certain places, but neither of these caused any system of mining to be inaugurated. A man once claimed he found a piece of mineral coal on one of the bluffs, which, being put in the fire, burned as readily as the coal of commerce, but every geologist knows that this section is not the place to expect a coal-bed. At different places along the shores and the mouths of creeks are a few Indian mounds, but they have not pricked the ambition of curiosity-seekers, or, if they have, the fruits of the search have not been preserved. In the district, however, are a number of mounds, evidences of a prehistoric race, but no satisfactory account has ever been given concerning them. A mound on the lake shore was opened a few years ago, and was found to contain a skeleton of immense proportions. Further than this there is nothing of any public importance connected with these traces of former occupation, in this or neighboring townships.

The original land buyers of Burtchville were George McDougal, Oliver W. Miller (1826), Eurosas Hastings, James C. Bettner, Jonathan Burtch, Ethan Burtch, Elon & Jacob Bacheller, John Desnoyer, Nancy Lewis, A. De Groates, Smith Titus, George P. McBride, Charles Butler, E. L. Hannah, F. P. Browning, Andrew Facer, Samuel Swift, A. D. Burdens, Abner Coburn, B. Crosier, Thomas Murphy, John W. Edmunds. Jonathan Burtch purchased lands in the township subsequent to 1836. A few years later, Bethuel C. Farrand made extensive purchases of pine lands.

*Lakeport*, Burtchville Township, ten miles north of Port Huron, was settled in 1848. The village was platted in 1852, by David Ward, surveyor for B. C. Farrand. The first residents comprised Andrew Facer, Eber Lewis, Abram Hogan. William Conger had a water saw-mill on Milwaukee Creek in 1847.

The village of Lakeport is on the plat of New Milwaukee, made in 1837 by Jonas H. Titus, and a number of lots sold.

Among the early mill owners and lumbermen were Jonathan Burtch, William Conger, Caspar Conger, James K. Lockwood, who died in July, 1882, at Alpena, Joseph Y. Pettis (water mill), B. C. Farrand.

The Comstock brothers had water mills on Black River, in what is now Grant Township, then a portion of Burchville.

The early settlers between Fort Gratiot and Lakeport, in 1852, were Lyman Whitford, Andrew Facer, Robert Holland and Daniel Coggeswell, the Brown family, the Stevens family,



and the Carrigan family. John Howard built a saw mill on Black River in 1839, in Fort Gratiot Township.

#### SUPERVISORS

Jonathan Burch, 1842; Abram Hogan, 1843-44; H. Hollister, 1845-47; Nelson Potter, 1848-49; Nelson Potter, 1850-51; James Parlin, 1852-55; E. Raymond, 1856; George B. Whitman, 1857; James Parlin, 1858-61; Thomas Dawson, 1862-66; John Cole, 1867; Nelson Goule, 1868-70; J. Stevenson, 1871-72; Nelson Goule, 1873; J. B. C. Edwell, 1874; Whipple Wheeler, 1875-76; J. Stevenson, 1877; Whipple Wheeler, 1878; Samuel Dennison, 1879; Whipple Wheeler, 1880; James Stevenson, 1881-82.

#### JUSTICES OF THE PEACE

Obadiah Gardner, 1842; Lewis Chadwick, 1842; A. W. Comstock, 1842; Abram Hogan, 1842; O. Gardner, 1843; P. H. Whiting, 1844; Ebenezer Raymond, 1844; Hannibal Hollister, 1845; Lewis Chadwick, 1845; Joseph Pettys, 1846; C. Wise, 1847; Obadiah Gardner, 1848; Eber Lewis, 1849; Silas Conger, 1850; Joseph Pettys, 1850; C. H. Wise, 1852; Nelson Potter, 1853; Obad Gardner, 1854; Edward Potter, 1857-61; James Parlin, 1858; H. McCollum, 1858; John McGill, 1859-66; William McDonald, 1860; John Lermont, 1862-66; A. P. Sexton, 1862; Isaac W. Farewell, 1863; John Farr, 1864; Nelson Gould, 1866; John Holt, 1867; W. Wheeler, 1867-72; Eber Lewis, 1867; Wilson Shaw, 1868; James Bingham, 1869; Joseph Y. Pettys, 1870; J. B. Cadwell, 1871; Hugh Fuller, 1872-74; Henry J. Olney, 1873; R. J. Tyrrell, 1875; W. Wheeler, 1876; James Bingham, 1876-77; Levi S. Wing, 1878; R. J. Tyrrell, 1879; Alexander McKenzie, 1880; Henry J. Olney, 1880; James Bingham, 1881; Lyman Windsor, 1882.

The following ticket was elected in April, 1882:

Supervisor—James Stevenson

Clerk, Byron M. Green.

Treasurer—William Dunning.

Justice of the Peace (full term)—Lyman Windsor.

Highway Commissioner—Thomas Warwick.

School Inspectors—Benjamin Davis, full term; Hugh Fuller, one year.

Drain Commissioner—Isaac Cole.

Constables—Crozier Rutledge, Levi Bigelow, Robert Bell, Charles Wells

The earliest authentic history of this region testifies that about the eighteenth century the Ojibwes occupied this territory. Passing to about the middle of the nineteenth century, without detailing the various inter-tribal contests that occurred during the intervening period, when white settlements first advanced up the river, this was regarded as disputed territory by the tribes, the Wyandots claiming the land below, the Ojibwes the country north, and the British Indians occupying the opposite shore. This region was, therefore, the scene of many bloody battles between these three tribes. But they were all peaceably disposed toward the whites. The stimulus to early adventures up the river was the fur trade, some going to the head waters of Lake Huron, while others landed at intermediate points, as opportunity would afford or interest suggest. The special inducement offered to tarry within the present limits of this township was the trade of surrounding bands of Indians, and the knowledge that within the century the place would become a well known trading station. During the Pine Age, the establishment of the Farrand Mills, at Lakeport, led to the permanent settlement of the township.

#### BIOGRAPHICAL SKETCHES

ISAAC COLE, farmer, Section 12, P. O. Lakeport, is a native of Canada, at York, in London, November 24, 1835. He came here to this county with his parents, Adolphus and Almira Cole, in 1849. They settled at Lakeport, and he grew up here and went to work in the lumber woods. After reaching manhood he engaged in lumbering and followed that business until 1876, and since then has been engaged in farming. He owns 150 acres in this town, and has owned the place where he lives for twenty years, and has made excellent improvements. He has held the office of Assessor since he came here. In 1872, Mr. Cole married Miss Emma Duncan, a native of Niagara County, N. Y. They have three children—Lester, Leon and Alta.

JOSEPH STEVENSON, farmer, Section 25, P. O. Lakeport, is a native of the north of Ireland, and was born in County Down April 7, 1834. Upon reaching early manhood, the family emigrated to this coun-

try in 1854, and came to this county the same year. Lived in St. Clair one year; then came to Lakeport and opened a boot and shoe shop and continued two years. Then learned the sash, door and blind business. Worked at the carpenter and joiner trade, and was afterward engaged in building for many years, until 1871. He then engaged in the mercantile business at Lakeport, the firm being McDonald, Caldwell & Stevenson. They also bought and shipped hay and grain. They carried on the business six years, and transacted a large and successful trade. In 1877, he sold his interest in the store and returned to his farm, and since then has been engaged in farming. He owns 460 acres of land. He has held the office of Supervisor three years, Town Treasurer, Town Clerk, and has held school offices. He held the office of Postmaster some years, and was manager of the office of the W. U. Telegraph. He was married September 10, 1861, to Miss Mary Lewis, of this county. They have eight children—John E., Nellie J., Isaac N., Maggie M., Willie, Frank H., Joseph L. and Samuel J.

WHIPPLE WHEELER, farmer, Section 36, P. O. Lakeport, is a native of Vermont, and was born August 1, 1821. His parents removed to the State of New York when he was three years old. He grew up and lived in that State until 1859, when he came to this county and settled in the town of Burtchville, where he now lives. It was then all woods. He cleared the land and made his farm, and since then has been engaged in farming. Owns ninety acres of land. He has held town and school offices. In 1843, he married Miss Ruth Hill, a native of New York. She died in 1871, and left three children—Daniel, Emma, now Mrs. Capt. Merriman, of Port Huron, and Carrie. In 1880, Mr. Wheeler married Mrs. Catharine Rutledge, of this county. She has six children by her former husband—Maggie, Sarah, Minnie, Albert, Mattie and Bertie.

## GRANT TOWNSHIP.

GRANT Township was organized in 1867, with Thomas Dawson, Supervisor. Its area is 19,972 acres, watered by Black River, Silver and Plum Creeks. The population of the township in 1845, with Burchville, of which it formed a part, was 253. In 1880, the population of the town, separately, was 1,357. The equalized value is \$412,240. Among the first permanent settlers were John McGill, Cyrus and Nelson Potter, H. Cadwell and William Bice. Gratiot Centre and Jeddo are the only villages in the township.

### EARLY LAND BUYERS.

Among the first land buyers in this district were Jonathan Burtch, James E. Bettney, Charles H. Carroll, Silas Dean, Joseph Granger, J. M. Geel, Lemuel Palmerly, T. Jones, F. Stephens, W. Truesdail, Hugh M. Moffat, C. M. Hayward, Arden H. Bullard, Lorenzo M. Mason, Eben Batcheller, Nelson Potter, Horace Cadwell, Hiram Birch, Asa O. Robinson, C. L. Gage, Nathan Ward, Samuel Swift, Sheldon Thorp, Allen Fish, J. L. Kelsey, Hiram J. Witherell, Daniel B. Harrington, Cummings Sanborn, Timothy J. Wheaton, Alvah Sweetser, John Beard, Cyrus Moore, H. W. Delevan, William Steele, Elisha Dowd, L. A. Whitford, George Brown, Patrick Brady, Alonzo Crittenden, William J. Edson, John McDonald, James Smith, Allen R. Atkins, James Cooley, James Beard, Louis Thibault, B. White, George N. Bower, the Gagnon brothers, Charles Peltier, Al Beard, Cliff Comstock, William Atkins, Charles Farr, Abner Coburn, W. P. Barber, Owen Ransom, A. A. Bradley, William Hoffman, Hugh Robinson.

### SUPERVISORS.

Thomas Dawson, 1867-69; John McGill, 1870-72; D. G. Finlayson, 1873-74; John McGill, 1875-80; Clark Strevel, 1881-82.

### JUSTICES OF THE PEACE.

John Hickey, 1874; Nelson Potter, 1875; John McGill, 1876; Michael Myron, 1877-81; John Hickey, 1878; D. F. Finlayson, 1879; John McGill, 1880; Thomas Myron, 1881; John D. McDougall, 1882.

The officers elected in April, 1882, were: Supervisor—Clark Strevel; Clerk—Engene Carey; Treasurer—Michael Myron; Highway Commissioner—Nathaniel Kerr; School Inspectors—Two years, William Myron, Jr.; one year, N. D. Campbell; Justice of the Peace—J. D. McDougall; Constables—James O'Connor, William Burns, John Cure, William Elliott.

Jeddo, in Grant Township, seventeen miles northwest of Port Huron, is in the midst of a good agricultural district.

## PERSONAL SKETCHES.

The biographical sketches which follow deal with the personal history of many of the pioneers, together with that of old settlers and others, whose history is closely identified with this township:

**WILLIAM AUSTIN**, farmer, Section 3, P. O. Jeddo, is a native of Canada, born May 21, 1829. His parents, William Austin, of the county of Cornwall, and Hannah, of New York State, came to Michigan Territory in 1827, and settled in Monroe County. He moved there two years, and in 1829 came up the river to this county, and settled on Black River, in the town of Denmark, near Port Huron, and engaged in lumbering. His wife died in 1835, and he died in 1873. William's boyhood was spent with his parents on Black River; his playmates were mostly Indians, and he used his bow and arrows and paddled his canoe with them. After reaching manhood, he came to this town, and settled where he now lives. It was then a wilderness. He began with lumbering, engaged in farming, and was a school teacher. In 1842 he married Sarah Condon, a native of Scotland. She died in 1849, and left three children—Annie, now Mrs. Stanzel, of Port Huron; William L. and James E. In 1852, he married Margaret Condon, a native of Scotland. They have three children—James E., Lydia and Margaret.

**N. R. AVERY**, farmer, Section 22, P. O. Blaine, is a native of Canada, and was born February 17, 1817. His parents were from New England. His boyhood was spent in his native place, and he attended school there. After reaching manhood he engaged in farming. In 1862, he came to St. Clair County, and settled in this town, and since then has been engaged in farming here. Owns 120 acres. Has held the office of Commissioner of Highways, and has held school offices many years. In 1857, Mr. Avery married Miss Sarah Hilborn, a native of Canada. They have five sons and three daughters—Joshua, lives in the town of Greenwood; Stephen, in Custom House, Port Huron; Alexander, attorney at law, Port Huron; Joseph, attorney and Judge of Probate, Lincoln, teaching; Hannah J., now Mrs. E. McLean; Sarah, now Mrs. Ruterledge; Margaret, now Mrs. Miles.

**WILLIAM BICE**, farmer and school teacher, Section 4, P. O. Jeddo, is a native of Ontario, Canada, and was born in the town of Darlington, county of Durham, April 3, 1837. He grew up and received his education in Canada, and then engaged in teaching. Taught school there eleven years. He came to this county in 1869, and settled in this town, and since then has been engaged in farming and teaching. Owns his farm of eighty acres. He has taught school for thirty-seven terms and has held school offices here. In 1858, he married Miss Agnes McKibben, a native of the city of Armaugh, Ireland. They have eight children—Elizabeth, is married, now Mrs. F. Pray, of this town; Emerson B., Georgianna, Minerva, Ida, Sophronia, Tryphena and Charlotte.

**MARTIN BAKER**, Section 5, P. O. Jeddo, is a native of Canada, and was born May 21, 1809; he grew up there and learned the tanning business. In 1852, he came to this county and settled in this town on the place where he now lives, and bought 500 acres of land. It was all covered with timber. He began clearing his land and made his farm and engaged in farming. In 1860, he engaged in tanning, and carried on the business for twenty years. He owns 150 acres of land. Has held town and school offices. In 1828, he married Miss Catharine Lemons, a native of Canada. They lived together fifty-two years; She died December 31, 1880, leaving seven children—Elizabeth, now Mrs. Macklin; Sarah Ann, now Mrs. Cline; Catharine, now Mrs. Macklem; Benjamin, lives in this town; George, lives in this town; Delilah, now Mrs. Martin; David, living West.

**H. CADWELL**, farmer, Section 10, P. O. Jeddo, is a native of Oneida County, N. Y., and was born December 18, 1815. His parents were natives of New England. In 1816, they removed to the town of Batavia, Genesee Co., and he grew up to manhood there. Upon reaching the age of twenty-one, he left home for Michigan, with only \$3.50 in his pocket, and drove a team until he got fifteen miles west of Detroit, then came up the river on foot and reached this county February 27, 1836, and had not quite \$1 of his money left. He came here in the employ of Dr. Woodward, who built the mills on the county line and went to work in the mills. He was married September 7, 1840, to Miss Margaret Burtch. Her parents, Ethan and Elizabeth Jones Burtch, came to this county in 1835, and settled in the town of Burtchville. Two days after they were married they moved on the place where they now live. He located the land from Government; it was all a dense woods; he cut two trees and swung them around and made a log house, and began clearing his farm in summer, and lumbered during the winter. In the winter of 1840 and 1841, he was Collector for this town when it extended to Saginaw, he used to go to St. Clair to mill, and to Port Huron, which was the nearest post office; has carried two bushels of wheat on his back four and a half miles; he has lived on this farm forty-three years, since 1840; they are among the oldest settlers of this county or this section of the State; he owns 180 acres of land. He held the office of Constable and Assessor in early days. They had nothing when they began life, and their success is owing to their own efforts. They have five children—Sarah, now Mrs. Loop; Isola, now Mrs. Turrell, living in Clare County; Mary, now Mrs. Davis, living in Clare County; Orpha, now Mrs. Bothwell, of this town; Hannibal J., farms the home place.

**EDWARD CAMPBELL**, a blacksmith, Jeddo, is a native of Canada, born in 1828. He grew up there and learned his trade in Goderidge, and afterwards worked at his trade there until 1876, when he came to this county. He carried on his business at Emmet for a year and a half, firm being Campbell & Reeds. In 1881, he came to Jeddo, and since then has carried on the business here. He has a blacksmith shop and wagon shop and has a good trade. In 1878, he married Miss Emma Bell, a native of Canada. They have one son—William Russell.



NEIL D. CAMPBELL, physician, surgeon and accoucheur; village of Grant, Grant Center, Blaine, is a native of Canada; was born June 18, 1849, in the township of Southwold, county of Elgin, province of Ontario. He attended high school for four years in Wardsville, and graduated, after which time he taught school for four years, and read medicine at same time; two years later obtained license to practice medicine there, attended lectures at Ann Arbor, during the session of 1873-74; also attended Rush Medical College, Chicago and County Cook Hospital, during the years 1874-75, from which college and hospital he holds a diploma and certificate of hospital practice. Located in this place on July 28, 1875, and has practiced medicine successfully here ever since. He carries on drug business and owns a farm two and a half miles from his residence at Grant Center. He was married March 14, 1879, to Miss Alma Pernel Ernest, a native of the said town, who taught school from the age of sixteen till married. She was born April 1, 1859, in the same town in which she now resides.

EUGENE CAREY, of the firm of Pray & Carey, general merchants, Section 21, P. O. Blaine, is a native of St. Clair, and was born in this town, May 4, 1855. His parents, James and Ann (Myron) Carey, came from Port Huron to Blaine with an ox team in 1852. Their nearest post office was at Sarnia, a distance of sixteen miles. Mr. Carey, Sr., felled trees with which to erect his shanty, and himself and family endured nearly all the hardships incident to pioneer life. Mr. C. often walked to Sarnia, without money for his dinner, or to procure the necessities for his family. By perseverance and industry, and such self-denial of comforts, nay, necessities, as farmers of to-day, in a settled community can not realize, Mr. Carey and wife accumulated enough to pay for their farm, when a piece of misfortune befell them which would have discouraged many a stouter heart—the title to his land was found defective and he was obliged to pay for it a second time. But, with a pluck and energy worthy of emulation, he hired the money, at 4 per cent per month, with which to again pay for the place that was rightfully his own, and then began the long, hard struggle to clear himself from debt. His noble wife came to his rescue, making and selling enough butter from two cows to buy the groceries for the house and clothe herself and children, and so well were their efforts rewarded, that their place was soon free from debt. They continued the same industry, perseverance, frugality and energy, and, as each child left the parental roof, he became the recipient of \$2,000. Our subject's boyhood was spent on his father's farm; he attended school here and completed his education at the State Normal School. He returned home and spent two years on the farm, teaching winters; he then engaged in mercantile business, built the store, and got the post office established here. He afterward sold his interest in the store, and spent two years on the farm, then entered the Grange store at Jeddo; in December, 1882, he associated with his present partner, firm of Pray & Carey, and engaged in mercantile business here. He holds the office of Post master, and has held the office of Town Clerk. He was married, July 25, 1882, to Miss Selina McElhinney of Port Huron.

WILLIAM HENRY CAREY, farmer, Section 15, P. O. Blaine, is a native of Canada, and was born June 29, 1850; his parents, James and Annie (Myron) Carey came to this county in 1852, and settled in this town—cleared the land and made this farm—they are now living at Grant Centre. William grew up on his father's farm and attended school here; since reaching manhood, has been engaged farming, owns his farm of eighty acres. He was married, December 25, 1871, to Miss Caroline Farewell, a native of Canada; her parents, Isaac and Alma Farewell, came to this county in 1860. Mr. and Mrs. Carey have four children—George A., Cora B., Nora Gertrude and Lewis M.

ABRAHAM CLINE, farmer, Section 5, P. O. Jeddo, is a native of Canada, and was born February 1, 1826. A few years after reaching manhood, he came to this State, in 1851; lived one year in the town of Worth; then came over in this town and settled where now lives. It was all covered with timber; he cleared the land and made his farm, and has lived here over thirty years, and has been engaged in farming, and has also been engaged in building some, he is one of the early settlers here. In 1849, he married Miss Sarah Ann Baker, a native of Canada; they have four sons and seven daughters—Adam F.; George; Adolphus; Abraham; Sarah C., now Mrs. Kilbourn; Delilah A., now Mrs. Hill; Elizabeth, now Mrs. Kilbourn; Tryphena, now Mrs. Benaway; Jane; Mina, and Nancy.

ALFRED COMSTOCK, farmer and lumberman, Section 17, is a native of Oneida County, New York, and was born in the town of Western, February 14, 1806; his parents were William and Abigail (Waldo) Comstock; he grew up on the farm, until eighteen years old, and then went in a store. After he became of age, he engaged in mercantile business in Jefferson County, N. Y., and continued until December, 1834; then started for the Territory of Michigan. He and his brother Clift and his brother-in-law, E. Batchelor, drove through by team, and were eleven days on the way, and came direct to Port Huron; the following spring, he opened a store and hotel. On March 31, 1836, he married Miss Harriet Jane Westbrook; she was born in the town of China; her parents, Capt. Andrew Westbrook, of Pennsylvania, and Nancy Thorne, came up on the river to this county in 1815. During the war of 1812, he left Canada, abandoned a splendid property there, and came to Detroit. He was a man of great prominence, and contracted and furnished provisions for the soldiers at the Fort. He died July 26, 1835; his wife died during the early childhood of Mrs. Comstock. After he was married, he carried on mercantile and hotel business until 1838; then built mills up on Black River where he now lives, and engaged in lumbering with his brothers, and continued together thirteen years. In 1858, he bought the interest of his brothers, and carried on the business himself until 1873; and since has given his attention to clearing and improving his land, and farming. He has sold considerable of his land, and yet owns 800 acres. They are among the oldest settlers in this part of the county. He has held school offices. They have had twelve children; only six survive; four sons—Andrew W. and William B. are extensively engaged in manufacturing lumber at Alpena, also engaged in mercantile business and banking, they own large tracts of timber lands there, and also in the South; Alfred M. lives at home; Joseph B., in Bank at Alpena, and two daughters—Helen, now Mrs. Combs, of Illinois, and Ada, now Mrs. Hunt, of Alpena.

JAMES COON, farmer, Section 27, P. O. Blaine, is a native of Canada, and was born May 18, 1828. His parents, Amasa and Sarah Coon, were both born in New York State. He lived in Canada until nineteen

years old, then came to this county and worked at lumbering on Black River for eight years, then went to Grand Rapids and remained there three years, then returned here and worked at trade, carpenter and joiner. He came on the place where he now lives in 1864, since then engaged in farming, and worked some in sawing. He owns a good farm, well improved with excellent buildings. Has held the office of Highway Commissioner. In 1856, he married Miss Sarah O'Leary, a native of Canada. They have five children—James L., Luella, Frederick, Matilda, Andy.

**JACOB DAWSON**, farmer, Section 4, P. O. Jeddo, is a native of Canada, and was born July 2, 1847. His parents, Thomas and Mary Dawson, came to this county during his early boyhood, and settled in this town (then Burtchville). He grew up and attended school here, and since reaching manhood has been engaged in farming. Owns a farm of ninety acres. In 1866, he married Miss Charlotte Streeter, daughter of Solomon Streeter, one of the early settlers. She died in 1873, and left two children—William and Solomon. In 1874, he married Miss Sarah Bace, a native of Canada. They have three children—Maud Ella and Mary.

**THOMAS DEZELL**, farmer, Section 8, P. O. Jeddo, is a native of Canada, and was born March 6, 1844. When twelve years old, he removed to the county of Wellington, and grew up and lived there until 1872; then for two years worked in St. Thomas at the trade of carpenter and joiner. In 1874, he came to this county, and settled in the town of Grant on the place where he now lives. The following year he bought the farm—owns 100 acres with good improvements—and since then has been engaged in farming. He was married July 24, 1873, to Mrs. Sarah Hodgins, a native of Canada. They have one daughter—Gertrude May.

**SMITH WALTER DOWNS**, farmer, Section 20, P. O. Blaine, is a native of New York State, and was born in the city of Albany August 22, 1832. His parents, Walter Smith Downs and Amanda Follett, went to Canada the following year, and he was brought up there, and is a mill wright by trade. He came to this county in 1858, and worked at his trade at Brockway and Berlin three years. He lived at Marysville three years, then removed to Port Huron, and remained there sixteen years, and worked at his trade; also engaged in building. In March, 1878, he came on the farm where he now lives, and engaged in farming. Owns a good farm of eighty acres. He has held school offices. In November, 1858, he married Miss Martha Ballentine, a native of New Brunswick. They have two children—Fred W. and Elizabeth M.

**D. G. FINLAYSON**, farmer and teacher, Section 27, P. O. Blaine, is a native of Herkimer County, N. Y., and was born in the town of Warren July 28, 1839. His father, Dr. Alexander Finlayson, was a native of Scotland, and his mother, Sarah Green, was born in the city of London, England. They came to this State and settled in Sanilac County. During the boyhood of Mr. Finlayson, he attended school there and completed his education at Mt. Carroll, Ill.; then engaged in teaching. He has taught for twenty winters, and also during four summers. For three years he was Principal of the Union School at Ft. Gratiot. He has lived on his farm since 1867. Owns 120 acres of land finely improved. He has held the office of Supervisor three years; also served as Town Clerk, and has been School Inspector for twelve years. In 1861, Mr. Finlayson was married to Miss Maria Orser, a native of Canada. They have two children—a son, Howard Judson, attending commercial college in Detroit, and a daughter, Cora Ann, at home.

**WILLIAM J. GARDNER**, farmer, Section 20, P. O. Blaine, is a native of this county, and was born in the town of Burtchville, now Grant February 25, 1844. His parents, John L. and Jane E. Gardner, came to this county in 1832, and were among the early settlers. His father and grandfather bought a large tract of land and engaged in farming and lumbering. His father died in 1856, his mother is living in this town. William grew up in this town until the war, then enlisted at the age of nineteen in Company D, Twenty-second Michigan Infantry, and served two years and eight months; and since the war has been engaged in farming. In 1866, he married Miss Elsie N. Brown, of the town of Clyde. They have five children—Olive, Charles, John, Blake, Bertha.

**JOSEPH GIBBONS**, farmer, Section 16, P. O. Blaine, is a native of Ireland, and was born June 12, 1824. He emigrated to the United States, and arrived in Mobile, Ala., in 1849. The following year went to Nashville, lived there several years, and worked on the Nashville and Chattanooga Railroad. In 1853, came to Port Huron; bought the land where he now lives, and settled in this town. It was all woods; he cleared the land and made his farm, and since then, for the past thirty years, has lived here and been engaged in farming. When he arrived in this country, he only had 18 pence, and now he owns 235 acres of land. He has held the office of Highway Commissioner three years, and has held school offices nine years. He was married May 2, 1855, to Miss Alice Casey, a native of Ireland. They have five children—Ann Eliza, Ellen, Edward, Michael, Alice.

**WILLIAM GRAHAM**, farmer, Section 11, P. O. Jeddo, is a native of England, and was born December 31, 1819. His parents emigrated to this country in 1833, and he grew up in Canada and in York State. Upon reaching manhood, came to this State in 1840, and worked for Amos Wexon two years; then went to Canada, and after being there a year and a half, came to Sanilac County, and settled on the Wild Cat, in the town of Worth; cleared the land and made his farm; lived there twenty-five years, and then removed to the town of Grant, and settled where he now lives. Owns 240 acres of land. In 1853, he married Miss Elizabeth Wexon, a native of Canada. They have seven children—Ruth Ann (now Mrs. Elmer Spaulding, of this town), Amos, Eva, Levi, William, Charles, Leonora.

**ROBERT HARRIS**, foundry, wagon manufacturer, Section 21, P. O. Blaine, is a native of England, and was born May 4, 1851. He was brought up there, and served his time in foundry, and learned trade of molder. He emigrated to this country in 1870, and came to this county the same year. Worked at his trade in Port Huron eleven years. He came here in 1880, and established his present business; has a foundry, blacksmith and wagon shop, and has already built up a good trade, and it is constantly increasing. He is a member of the Golden Tent Lodge of Masons here. He was married January 22, 1874, to Miss Margaret E. Fitzgerald, of Port Huron. They have three children—George W., Joseph R. and Lila M. Lost one son—John Avery.



**PASCHAL LAMB**, farmer, Section 3, P. O. Jeddo, is a native of Lower Canada, and was born February 25, 1837; his parents came to this county in 1846, when he was only nine years of age, and settled in this town; it was all a dense wood; they cleared their land and made a farm. Mr. Lamb's boyhood was spent here on the farm, and since then he has been engaged in farming and lumbering; he owns a good farm; he is interested in the grain business and is one of the organizers of the grange; he has held school offices. Mr. Lamb was married February 23, 1862, to Miss Sarah Locke, a native of Canada. They have seven children—William, Eva, Edith, Ira, Caroline, Martha and Grace.

**MOSES LOCKE**, farmer, Section 4, P. O. Jeddo, is a native of Canada and was born August 5, 1823; his boyhood was spent there. After reaching manhood he came to this county in 1845, and he worked at lumbering on Black River until the spring of 1847, then bought land and settled opposite where he now lives. It was all a wilderness, nothing was opened; he built a log house and began clearing his land, making his farm during the summer and lumbering winters, and since then, over one third of a century, has resided here; he owns his farm; is engaged in manufacturing molasses, and can also make sugar, and was the first to engage in the business here; he has held school offices many years; is now Justice of the Peace and member of the Town Board. In 1846, he married Miss D. Van Camp, a native of Canada. They have one son—George.

**WILLIAM H. LYNN**, farmer, Section 23, P. O. Blaine, is a son of Robert Lynn and Mary Randall, they came to this State forty years ago. They settled in the town of Worth, and lived there ten years, then came to this town and since then have resided here; he owns his farm of 100 acres; his wife died January 7, 1869, leaving eight children—Albert, Laura, Priscilla, Lewis, William, John, Mary and Rosa.

**A. McDONALD**, farmer, Section 11, P. O. Jeddo, is a native of Scotland, and was born April 29, 1835; his parents, James McDonald and Agnes Ferguson, natives of Scotland, were married December, 1829. They emigrated to Canada and lived there a few years, and came to this county in 1850, and settled in the town of Burtchville, now "Grant," on the place where they now live, then dense woods. They took 400 acres of land; they cleared the land and made a farm, and since then have resided here, and are now living with their son; they celebrated their golden wedding three years ago; they have six children; there never has been a death in the family among the children or grandchildren. Mr. McDonald, the subject of this sketch, came here with his parents in 1850; helped clear the farm and then engaged in lumbering; upon the breaking out of the rebellion he enlisted in Saginaw in the first call for troops in 1861, in the First Michigan Infantry, three months' service; went to Washington Army of the Potomac; he re-enlisted in the Sixth Michigan Cavalry, Company C; was taken prisoner at Orange Court House, but escaped by stratagem the same day; was taken prisoner at Winchester; he served under Gens. McLellan, Burnside, Hooker, Meade and Grant; was in the seven days' fight and in the battles of the wilderness; he remained in the service until the surrender of Lee and close of the war. After his return he built two mills, a grist mill and saw mill at Lakeport, and one in Sanilac County. In 1873, he came on his farm and since then has been engaged in farming, owns farm of 100 acres; he was married April 19, 1866, to Miss Thalia Curren, of Jackson County, Mich. They have two children—Imogene and Donald Ross.

**GEORGE McNARY**, farmer, Section 8, P. O. Jeddo, is a native of this county and was born in this town August 29, 1857; his parents, Joseph and Ruth McNary, came to this county in 1854, and settled on this place; took up land from the Government, cleared and made the farm, and lived here until his death in 1879; he left five children—Jackson, George, Betsey J., now Mrs. Bennett, of Jackson County; Julia Ann, now Mrs. Langrell, of Ridgeway; Arvilla, now Mrs. Smith, of Sand Beach; Phebe, now Mrs. Walker, of Almont; George grew up here and lives on the farm with his mother, and farms the home place.

**DONALD MATHERSON**, farmer, Section 14, P. O. Blaine, is a native of Nova Scotia, and was born October 1, 1820; he grew up there, and upon reaching manhood went to Maine and lived there until 1852, and then came to this county and settled in the town of Burtchville, now Grant; bought the land where he now lives, all covered with heavy pine timber; he cleared it and made his farm, and since then has been engaged in farming; he owns his farm of eighty acres. In 1855, he married Miss Fanny Brown, a native of Canada; she died in 1876, leaving four children—Elmer, Lottie, Wallace and Willard.

**DENNIS D. MERCHANT**, farmer, Section 26, P. O. Blaine, is a native of the State of Maine, and was born September 16, 1824; his parents, James S. and Olive Davis, Merchant, were natives of Massachusetts; they came to this county in 1840, and settled in the town of Lexington now the town of Grant—then a wilderness. Bought land, cleared and made a farm; his wife died in 1855, and he died in 1866. Mr. Merchant came here with his parents; after reaching manhood he engaged in farming, and since then has carried on that business, he has lived on this place thirty-six years, and is one of the oldest settlers in this town, and has lived in the town of Lexington, Burtchville and Grant during that time; he owns 240 acres of land; he has held school offices many years; he was married September 14, 1848, to Miss Martha A. Peckham, of Monroe County, N. Y.; her parents, Stephen and Ruth Peckham, were natives of that State. Mr. and Mrs. Merchant have six children—Newton P., living in this county; Judson N., living in Ingham County; Frank D., living Van Buren County; Charles H., Ida M. and Fred W.

**MICHAEL MYRON**, farmer, Section 28, P. O. Blaine, is a native of Canada, and was born in the town of Hallowell November 1, 1841; his parents, Michael Myron and Julia Doyle Myron, came to this county in 1852, and settled in the town of Burtchville, now the town of Grant; cleared the land and made his farm, and lived here until his death September 6, 1870; his wife survives him and lives here. Mr. Myron's boyhood was spent on his father's farm; during the war, he was two years in the South in Government service; after his return, he engaged in farming, and since then has resided here, and owns a good farm of 160 acres, finely located. He has held the office of Justice of the Peace for the past ten years, has been Town Treasurer for the past three years, and has held school offices; is now Director in the schools. Mr. Myron was married March 17, 1867, to Miss Harriet Annes, a native of Whitby, Canada, and daughter of Charles Annes and Nancy Nichols; they came to this county in 1849. Mrs. Myron was engaged in teaching for some years; her mother was teacher of the first school taught in the town of Burtchville. Mr. and Mrs. Myron have two children—Arthur and Charles; they have lost five children—Clara, Carleton, Ermina, George and Elmer.





*Nelson Potter*



**WILLIAM NEWBERRY**, farmer, Section 8, P. O. Blaine, is a native of England, and was born November 5, 1812. He emigrated to Canada in 1830, and lived there until 1839, when he came to this county and settled in this town, where he now lives; it was all woods; he began clearing his land and made his farm. Lumbered some winters, owned 300 acres of land, only has eighty acres left. In 1829 he married Hester Bristol, a native of England, she died October 20, 1882, leaving seven children—John, living in Wisconsin, Richard, in this county; Sarah J., now Mrs. Carl; Benjamin, in Greenwood; Robert, in this town; William, farms the home place; Frances, now Mrs. Bragg; William, the youngest son, was born in Canada, came here with his parents, and since manhood has been engaged in farming the home place. In 1878, he married Miss Emma Schurrer, a native of Ohio; they have two children—Lawrence C. and Bertha R.

**CHARLES POTTER**, manufacturer of pine and hardwood lumber, Jeddo, is a native of Franklin County, N. Y., and was born January 11, 1832; he grew up and attended school there; upon reaching manhood, he came to this county in 1853 and engaged in lumbering, and afterward engaged in farming for six years, then engaged in wagon making and carried on the business for twenty years, and still owns the property. In 1880, he engaged in manufacturing lumber, and cuts all kinds of pine and hard wood; he owns a farm of eighty acres, a part of the old Jonathan Burch farm. He has held school offices. In 1859, he married Miss Jane Burch, a native of this county, daughter of Jonathan Burch, one of the earliest settlers of this part of the State; they have three children—Edith, Ediland and Francis.

**NELSON POTTER**, general merchant, Section 10, P. O. Jeddo, is a native of Franklin County, N. Y., and was born in the town of Bangor, February, 1812, and is a son of Sylvester Potter, a native of New York, and Polly Stratton, a native of York State. His boyhood was spent in his native State. After reaching manhood, at the age of twenty-two, he left there May 4, 1834, with only \$10 in his pocket. He came to Michigan and reached Desmond, now Port Huron, May 23. He has £1 6s in money left. He loaned the sovereign and it was never paid him. He came up the shore to the town of Desmond, which then included Sanilac and Huron Counties, and extended north to Saginaw Bay. He went to work in the lumber woods for Ira Potter, and the same fall worked in the mill. He continued working in the mill and in the woods until 1837. He located the land where he now lives in 1836. Got his title from the Governor, and the deed is signed by Martin Van Buren, then President. The following spring he came on his land, chopped seven acres, and sowed two and a half acres of winter wheat among the stumps; then thought he ought to get married; so in November, 1837, he married Miss Lurena Streeter, a native of Chatham Lowe, Canada. She came here in 1835, with her mother and brother. In March, 1838, they moved in a little house on this place, and worked on his land summers, and lumbered winters until he had sixty acres cleared. He continued farming until 1857, and then had to give it up on account of his health. He built a blacksmith shop, put in a stock of material and had it run; then built the store he now occupies, and the following year he put in a stock of goods. He went to Freemont, and built a large store and dwelling, and put in a stock of goods and began buying staves. He bought staves for a New York company. He was elected Supervisor and Highway Commissioner. After living there for four years, his store and stock was destroyed by fire, and he lost heavily. He remained there nine years; then came here, and since then has been engaged in business here. He has been prominently identified with the interests of the town and county; has held the offices of Supervisor, Commissioner of Highways, Justice of the Peace and School Inspector for a number of years, and resigned them all the same day, and would not serve any longer. Has also held office of Town Clerk and Collector, and has held the office of Postmaster most of the time for the past thirty years. He belonged to the State militia, was commissioned Captain by Gov. Barry. He has lived in the town of Desmond, the town of Clyde, then Lexington, Burchville, and the town of Grant—five different towns and has never moved. Mr. and Mrs. Potter have five children—George S., living in Huron County; Maria, now Mrs. Bramingan, Huron County; William, living here; Emma, now Mrs. Stephen Avery, Port Huron; Caroline, now Mrs. Joseph Avery, Port Huron.

**DANIEL J. PRAY**, of the firm of Pray & Carey, general merchants, Section 21, Blaine, is a native of Canada, and was born April 5, 1840. His parents, Daniel and Margaret Pray, came to this county in 1850, and settled in the town of China; was there one year, then came to the town of Burchville and bought land here, and began clearing it. Daniel had charge of clearing the land as his father was a carpenter and joiner, and was away much of the time. He was engaged in farming until 1867, and since then has been engaged in business. Carried on mercantile business and hotel at Grant Center, and was burned out there. He associated with Mr. Carey, and engaged in business here in 1882. He holds the office of Town Clerk. In 1866, Mr. Pray married Miss Melinda Elliott, a native of Canada.

**PATRICK QUINN**, farmer, Section 32, P. O. Atkins, is a native of Canada, and was born in 1826. He grew up and lived there until 1852, and then came to this county and went to work at lumbering on Elk Creek for A. K. Ash. Two years later, in 1854, he came on this place; it was all woods; he cut two large maple trees to build house, and began clearing his land, and lumbered winters for some years. Game of all kinds was very plentiful when they came here, and deer used to come around the house. He made his farm, and owns 160 acres of land with excellent improvements. When he began life he had nothing and has taken care of himself since he was thirteen years old; his success is owing to the efforts and industry of himself and wife. They have lived in this place thirty years. In 1850, while living in Canada, he married Miss Annie Callaly. They have one son—Wilber Henry. Mary Burns, their niece, has lived with them since childhood. They have lost one son, James. Mr. Quinn has held the office of Highway Commissioner. Held the office of Town Treasurer three years; has held school offices many years; served as Moderator fourteen years.

**WILLIAM RATTRAY**, farmer, Section 6, P. O. Jeddo, is a native of New Brunswick, and was born November 9, 1853. His parents, John and Margaret Rattray, went to Canada when he was very young; he grew up in Canada; lived in Oshawa twenty years with Hon. Abram Farewell, M. P.; he attended school there, and studied two years with Prof. Coleman, who is now revising the books of natural history in the employ of the Dominion Government. Mr. Rattray came to this county in 1880, and bought the farm where he now lives, and since then has been engaged in farming.



**JOHN A. ROSS**, farmer, Section 27, P. O. Blaine, is a native of Lower Canada, and was born November 23, 1845. His parents, Robert and Marion Ross, came to this county in 1859, and settled in this town. Bought land, cleared it and made a farm. He died in 1868; his wife survives him. John A. grew up on the farm, and worked in lumber woods during the winters; has lived on this farm since 1871; owns 100 acres. He has held office of School Treasurer for past five years. In 1873, he married Catharine Conlan, a native of New York State. They have two children—Charles and Cora Isabell.

**WILLIAM SAGE**, farmer, Section 10, P. O. Jeddo, is a native of Canada. He grew up to manhood and lived there until 1873, when he came to this county. He was married April 8, 1876, to Mrs. Alice Comer. She is a native of the county of Norfolk, England. Her parents were William and Mary Tebbel. In 1839, she married James Comer, a native of England. They came to Canada in 1845, and came to this county the same year and were among the early settlers here. They bought land where Mrs. Sage now lives. It was all dense woods. They cleared the land and made a farm. He lumbered some during the winters, and lived here until his death April 6, 1859, leaving farm of eighty acres. Except Mr. and Mrs. Caldwell Mrs. Sage is the oldest settler on this road.

**ELMER SPALDING**, farmer, Section 9, P. O. Jeddo, is a native of Ohio, and was born in Seneca County, December 19, 1850, and is a son of Samuel D. and Mary A. Spalding. He attended school there until sixteen years of age, then came to Lexington in 1866; engaged in lumbering one winter; then was in the Cadillac House three years. In 1870, he went in business with Cole Brothers, and remained there four years. In 1874, he came to this town and engaged in farming. He owns 200 acres of good land well improved. He has held school offices. Mr. Graham was married October 14, 1874, to Miss Ruth A. Graham, a native of Sanilac County. Her parents, William and Elizabeth Wexon Graham, were early settlers there. Mr. and Mrs. Spalding have two children—Arthur D. and Amos F.

**NORMAN STREVEL**, farmer, Section 15, P. O. Jeddo, is a native of Canada, and was born November 28, 1843. His parents, Matthias and Sarah Strevel, were natives of the State of New York. They moved to Canada in 1826, and to St. Clair County, Mich., in 1850, and settled in this town; it was all woods; they cleared the land and made a farm. Norman spent his boyhood on the farm. After the war broke out, before he was twenty years old, he enlisted in Company C, Sixth Regiment Michigan Cavalry, and served two years and eight months. After the war he returned here and engaged in farming. In 1870, he moved to Port Huron and engaged in the agricultural implement business; established the firm of Strevel & Grieb, and was connected with the business for twelve years, and then gave it up on account of his health, and came on his farm, owns 160 acres. In 1867, he married Miss Evelina E. Mitchell, a native of this county. They have three children—Paul, Nellie, Mabel.

**WESLEY STREVEL**, farmer, Section 16, P. O. Jeddo, is a native of Canada and was born March 7, 1832. His parents, Matthias and Sarah Strevel, came to this county when he was eighteen years of age, and settled in the town of Grant, then the town of Burtchville, where they bought land, cleared it and made a farm. Mr. Strevel since reaching manhood has been engaged in farming and has lived on this place twenty-eight years. He was engaged in agricultural implement business at Crosswell, two years; he owns 220 acres of land. In 1855, he married Miss Sarah Ann Beal, a native of Maine. She died 1878, leaving four sons and five daughters—Simon, in Inlay City; Orrin, in Dakota; Charles W., Fred, Paulina, now Mrs. Shearer, of Armada; Rose, now Mrs. Monroe, of this town; Ella, Mirandi, Ella. In 1880, Mr. Strevel married Miss Paulina Ellen Beal, a native of the State of Maine.

**DOUGALD THOMPSON**, farmer and miller, Section 6, P. O. Jeddo, is a native of Scotland, and was born August 8, 1804. His parents came to Canada when he was only one year old. When eight years old his mother died, and his father sent him to Scotland, where he remained four years, and came back to Canada during Napoleon's wars, and he remembers the Convoy. He came to Kingston, where his father was in the navy dock-yard, and was there many years; he then went to Perth, and was there at the time of the rebellion. From there he went to Woodstock, and was engaged in farming eight years. He came to this county in 1852, and went to work in Chase's Mills, had charge of the lumber and grist mills. Worked in these mills for Chase, for Sanborn & Sweetzer, and Sweetzer & Reynolds, and for Farewell until 1873, when the mills were burned; since then on his farm, where he has lived thirty years. Has served as School Director and Moderator. In 1842, he married Miss Jane Cousins, a native of England. They have ten children—Jesse G., now Mrs. Moore, Emma M., now Mrs. Young; Margaret, now Mrs. Newberry; Ella, now Mrs. Preston; Lizzie, now Mrs. Macklin; Edith, now Mrs. Loup; Bertha, Effie, Nora, and one son, Arthur D.

**GEORGE TODD**, physician and surgeon, Jeddo, is a native of Ontario, Canada, and was born in Elgin County May 25, 1838. He attended school and received his literary education there; then engaged in teaching about ten years. Studied medicine and graduated at the University of Michigan in 1865. After graduating he came to this county, and settled in the town of Grant, where he now lives, and engaged in the practice of medicine here, and since then, for the past eighteen years, has successfully practiced his profession here. He owns a large farm of 200 acres, and is extensively engaged in farming, and is also engaged in the mercantile business at Jeddo. He has held the office of Town Clerk and school offices. In 1860, Dr. Todd married Miss Sarah Haney, a native of Elgin County, Ontario, Canada. They have eight children—Francis J., attending lectures in the medical department of the State University, Mary Ida, Susan, Edith, Catharine, Elizabeth, Isaac Milton and Nellie.

## BROCKWAY TOWNSHIP.

THE first permanent settlement of this district was made by Lewis Brockway, John Grinnell and James Haines, who purchased lands there in 1836, twelve years before its organization as a township.

The agricultural and manufacturing wealth of the township in 1882 is estimated by the County Board of Equalization at \$411,748. The population has increased, from 252, in 1850, to 792 in 1864, to 1,330 in 1870, to 1,570 in 1874; and to 1,839 in 1880. The township contains 22,248 acres, many of which are still covered with rich forest trees. The villages and hamlets of Brockway, Brockway Center and Merrillsville. Mill Creek and other streams water the township.

The first land buyers in Brockway Township are named as follows: T. G. Macy, C. W. Whipple, James Byrne, A. Coburn, C. C. Trowbridge, N. Dickenson, Sylvester Sibley, Elon Farnsworth, George Beach, David Mack, H. Inley, C. Brown, Lyman Burgess, Josiah Allis, Lewis Brockway, W. Lumby, R. Roberts, Rodolphus Sanderson, Nathan H. White, Abard Wood, George Moore, in 1836-37; Aaron K. Farrand, M. S. Gillett, and others in 1844-45. Among the buyers previous to 1855, were the Sanborns, Howards, L. M. Mason, Chester Carlton and W. L. Bancrofts.

## SUPERVISORS.

D. A. Brockway, 1848; John Grinnell, 1849-57; C. Washburne, 1858; John Whitman, 1859; Samuel Welsh, 1860-63; John Grinnell, 1864; David D. Brown, 1865-70; J. D. Jones, 1871-73; Jesse A. Morrell, 1874; J. D. Jones, 1875; R. Newkirk, 1876-77; John S. Duffie, 1878-79; W. J. Morgan, 1880; John D. Jones, 1881-82.

## JUSTICES OF THE PEACE.

James Haynes, 1848; Waldron Ward, 1848; Samuel L. Boyer, 1851; John Grinnell, 1851-54; Lincoln Small, 1854; A. D. Welsh, 1854; John D. Jones, 1857; Clark Washburne, 1857; Jesse A. Cole, 1857; John Grinnell, 1857; Jesse A. Cole, 1859; M. C. Benjamin, 1860; J. D. Jones, 1861; William D. Wear, 1862; John Grinnell, 1862; Jesse A. Cole, 1863; D. Brown, 1864; J. D. Jones, 1865; Clark Washburne, 1866; John Grinnell, 1867; John D. Jones, 1870; John S. Duffie, 1871; John Grinnell, 1871; Clark Washburne, 1872; Joseph Effrick, 1873; John Saunders, 1873; William Beadle, 1874; James Harris, 1875; Benjamin Evans, 1875; J. H. Moore, 1876; W. J. Morgan, 1876; Charles Lovelock, 1877; R. B. Currie, 1877; S. Lutz, 1878; M. Mineary, 1878; J. W. Gustin, 1879; John Grinnell, 1880; John S. Duffie, 1881; John D. Jones, 1882; William Ballentine, 1882.

The Republican ticket was elected in 1882 by majorities from 131 down, with the exception of A. Gunsolus, for Treasurer, who was beaten by James Harris, also a Republican, but who was on the people's ticket. John D. Jones was elected Supervisor.

Brockway, in the township of that name, is another village dating back to pioneer times. It is twenty miles distant from Port Huron, six north of Emmett, and sixty miles north of Detroit.

Brockway Center was settled in 1859. It was the center of the lumber trade of that district in times past, and was an important place during the lumbering era. Mill Creek, a tributary of Black River, afforded water power for its mills and other manufacturing industries.

Canova was settled in 1866. It is a village of Brockway Township, twenty-four miles northwest of Port Huron and sixty-nine miles north of Detroit. Like Brockway, it was at one time an important center of the lumber trade. Merrillsville, or the Hay's Corners, is another old settled village of Brockway Township, two miles north of Brockway Center.

Brockway District Agricultural Society was organized in May, 1876, with S. O. Welsh, President; W. H. York, Vice President; James H. Moon, Secretary; Daniel Foley, Treasurer;

J. M. Haviland, Director-at-Large; J. C. McKinney, James Cogley, William Gowan, Thomas Martin, William Grant, Charles Fletcher, J. H. Beckett, Frank Dunsmore, Robert Bailey, Alexander Felger, Directors.

The Brockway Center District Agricultural Society was organized in January, 1882, with William Block, John Mitchell, Joseph Gibbens, Charles Fletcher, John Becket, James Sterling, David Bryce, and Duncan McKenzie, Directors. Among the original members were the following: George W. Bell, M. Minery, John Lavelle, J. D. McKeith, Samuel White, John D. Zavitz, Willis Parker, Ed. Young, Jeremiah Johnson, W. B. Johnson, A. Hoevy, William Moore, G. W. Bell, George Minery and Joseph Rose.

### BIOGRAPHICAL SKETCHES.

**HIRAM ALLEN**, general merchant, is a native of Canada, and was born October 3, 1827. He came to Port Huron in 1842, when only fourteen years of age. The following year he came to this town and worked in the old Brockway mill. In 1854, he came here, and bought pine lands and engaged in lumbering, and also cleared land and made a farm. He continued in the lumber and stave business until 1868, then engaged in farming for many years, and since 1877 has been engaged in the mercantile business. In 1848, he married Miss M. Polly Austin, of Genesee County, Mich. They have seven children—Melissa, Sarah, Laney, Almira, Eliza, Joseph E. and George W. They have lost three children. Mr. Allen's ancestors were natives of Vermont, and Gen. Ethan Allen was his great great grandfather. Jonathan Allen, his grandfather, was a soldier under Gen. Winfield Scott, and was in the battle of Lundy Lane.

**WILLIAM H. BALLENTINE**, general merchant, Brockway, is a native of St. Andrews, New Brunswick, and was born July 11, 1831. His early boyhood was spent there. When sixteen years of age, he went to Calais, Me., and remained there eight years, and removed to Canada in 1855. Two years later, in 1857, he came to this county, and settled in the town of Brockway. Worked in saw-mill for several years and bought a farm. In 1864, he opened a store, and since then, for the past eighteen years, has been successfully engaged in the general mercantile business. He was elected to the State Legislature, and served in the regular session of 1881 and in the special session of 1882. Has held the office of Postmaster eight years, and has served as Justice of the Peace. Has held school offices many years. In 1852, Mr. Ballentine was married to Miss Jane F. Barclay, of Calais, Me. They have seven children—Henry S., William F., Mary, now Mrs. Minnie; Alice, Wallace, Jennie and Glen.

**STEPHEN BALMER**, farmer, Section 35, P. O. Brockway, is a native of Scotland, and was born October 8, 1831. Upon reaching early manhood, he emigrated to this country in 1850, and came to this county the same year and settled at Brockway. Began working at the blacksmith's trade, and continued at it for sixteen years; then was in the mill with Charles Brockway about five years; then moved on his farm, and since then has been engaged in farming. Owns a good farm of 120 acres. Has held school offices, and is now serving as Moderator. Has been elected to town offices, but declined to serve. In 1856, he married Miss Elizabeth Middleton, of Canada. She is a native of England. They have two children—Elizabeth and Ida, both married. Mr. Balmer's parents are natives of Scotland, and are both living in the town of Grant.

**ROGER BARRETT**, farmer, Section 13, P. O. Brockway Center, is a native of Washington County, N. Y., and was born June 11, 1829. He lived in that State until 1862, then came to this county, and settled in town of Brockway, and went to work in the lumber woods for seventeen winters, and worked on farm during summer. He came on his farm in 1877; bought the land in 1873. In 1873, he married Miss Marion Depeel, a native of Canada; her parents came here during her early childhood.

**WILLIAM G. BROWN**, foreman, in charge of Palmer's grist-mill, is a native of Canada, and was born February 12, 1857. His parents came to this county in 1866, and settled in this town; he grew up here and learned the milling business. He has been in the mills here for the past seven years, and since 1881 has held the position of foreman, in charge of Palmer's mill. In 1881, he married Miss Ella Fitzpatrick, a native of Canada. They have one daughter—Isabella Russell.

**THOMAS DARCY**, manufacturer of wagons, is a native of Canada, and was born December 23, 1842. When ten years of age he removed to the county of Perth and lived there until he reached manhood. He came to this county and settled at Brockway in December, 1863, and began working at his trade of blacksmith. Afterward learned wagon-making and was engaged in the business there ten years. The Messrs. Harris Brothers, extensive carriage manufacturers, learned their trade of him. In 1872, Mr. Darcy came to Brockway Centre and since then has successfully carried on the business here. He built his shops and house and has a good trade; has held the office of School Treasurer. In 1872, he married Miss Mary J. Fraser, a native of New Brunswick. They have four children—Lizzie A., Maggie E., Leah and an infant son.

**J. S. DUFFIE**, agent and dealer in real estate, is a native of Ireland, and was born February 8, 1840. He came in 1848 to Canada, and was brought up in Ontario County and attended school there; completed his education at Oshawa Central School, and graduated in 1858. After graduating, was engaged in teaching five years, having obtained first grade certificates; then went to Wisconsin and taught one year; and also taught one year in New York State, at Brockport; then came to this State in 1864, and located in this county, and engaged in teaching, and pursued that profession seven years. In 1871 he engaged in mercantile business and carried on the business nine years, and since then has been engaged in dealing in real estate. When ten years of age, Mr. Duffie was thrown upon his own resources; earned the money to give himself a good education, and his success is owing to his own efforts. He has been actively identified with the interests of the town. He was twice elected member of the Board of Supervisors, twice elected Township Superintendent of



Schools; four times elected Justice of the Peace, and has served on the School Board almost continuously, is also Treasurer of Church Extension Society and Preachers Aid Society of the Methodist Protestant Church and identified with all temperance reforms. Mr. Duffie was married December 25, 1859, to Miss A. Z. Currie, a native of Canada. They have seven children—Edna (now Mrs. G. H. Mustard, of this town), Aggie, Bert (now attending Adrian College), Gertie, Ada, Merton and Lulu.

**WILLIAM GOWAN**, physician and surgeon, is a native of Ireland, and was born January 22, 1832. He attended school there until sixteen years of age and then came to this country and settled in the South, where he completed his literary education and studied medicine, and graduated at Louisville Medical College in 1851, two years later came to this county and located in Brockway and engaged in the practice of medicine, and since then, for the past thirty years, has successfully practiced his profession here. During the winter of 1877-78, he matriculated at the Detroit Medical College. He is one of the oldest medical practitioners in this section of the State, and recites many interesting incidents of his early practice here. In 1854, Dr. Gowan married Miss Hannah E. Leonard, a native of Canada. They have four children—William H. (physician, practicing medicine here), Isabella (married, now Mrs. Moore), Ella (married, now Mrs. Herbert) and Alice.

**WILLIAM H. GOWAN**, physician and surgeon, is a native of St. Clair County, and was born May 21, 1854, and is a son of Dr. William Gowan, an early settler, and one of the oldest physicians in active practice in this county. William H. grew up and attended school here and afterward studied medicine in the office of his father and graduated at the Detroit Medical College in March, 1875, and since then has practiced his profession here. In 1875, he married Miss Mary L. Allen, a native of New York. They have three children—Herbert W., Lulu M., Norman E.

**JOHN GRINNELL**, retired farmer and mill owner, Brockway Centre, is a native of Connecticut, and was born August 2, 1809. When nine years old went to New York; was brought up and lived there until 1837, when he came to Michigan and settled in this county, in the town of Riley, and was one of the earliest settlers in the county. There was then only two families living in the town of Brockway. He began lumbering and followed that business seven or eight years, then bought land and cleared it and engaged in farming for many years. In 1856, in company with others, he built a saw and grist mill—the first mill built here. In 1871, he, in company with others, built a woolen factory, and run it several years; still owns his farm of 200 acres. He was elected Representative to the State Legislature, and served during the war sessions of 1862-63. He was the first Postmaster appointed in this township; Justice of the Peace twenty years; and was elected the Second Supervisor from this town, and held that office sixteen years in all; has served as Town Clerk, Town Treasurer and Highway Commissioner, and was Superintendent of the Poor nine years. In 1833, Mr. Grinnell married Miss Julia Ann Welch, a native of New York State. She died November 22, 1882, leaving three children—John (lives here), Martha (now Mrs. Van Slyke), William (agent P. H. & N. W. R. R.).

**JOHN W. GUSTIN**, born 1829 in London, Canada, came to Port Huron; went from there to Detroit on the steamer McComb and back to Port Huron on the Red Jacket; from there removed back to Killworth, in Canada. At the age of twelve years, went to London and served four years in the printing business in the London *Inquirer* office; left there for St. Thomas and helped start the first newspaper printed in St. Thomas, Canada; worked there one year; was ordered by the doctor to quit the printing business on account of bad health, went from there to Port Huron, Mich., where he learned the blacksmith trade; went back to Ingersoll, Canada, where he got married, and went back to Port Huron, worked there for Tom Hutton until July, 1854; moved from there to township of Emmett, as the township was then called, comprising two townships; in 1855, the township was divided into two towns, he being in the township named Kenockee; was elected the first Township Clerk of the township of Kenockee, held that position for four years, working while in Kenockee at his trade and farming; in 1860, moved back to Port Huron Township, was there elected, in the spring of 1861, to Township Clerk and Justice of the Peace, and held said offices until June, 1864, when he raised a company in the new Third Regiment Michigan Volunteers, and mustered in Pontiac as First Lieutenant of Company K, as commander, and went to the front at Decatur, Ala., at the time Gen. Hood made his move on Nashville; was in battle at Decatur in command of Company, after Hood flanked them his regiment moved back to Murfreesboro, Tenn., there they had an engagement with Gen. Forest on his retreat from Nashville, taking about 800 prisoners and capturing five brass, twenty four pound cannon, and all his baggage train. In June, 1865, was mustered out and came back to Port Huron; in 1866, removed back to Kenockee on his farm and store keeping. Was elected in 1868 Supervisor of Kenockee, in 1870 moved to Brockway, buying the Brockway Hotel and grist mill and saw mill; keeping the hotel four years himself, then renting it, then sold the mills and hotel. In spring of 1879 was elected Justice of the Peace, in fall of 1880, run on the Democratic Ticket for County Register of Deeds, got beat, in politics, always a Democrat in religion, a Free Thinker.

**JAMES HARRIS**, of the firm of W. & J. Harris, manufacturers, Brockway, is a native of Canada, and was born in Brant County, Ontario, September 14, 1847. He lived there during boyhood, and came to this State in 1864, and learned his trade in this county. He came to Brockway in 1867, and worked at his trade for several years, and in 1870, he and his brother established their present business. They began on a small scale, and the first year only built five wagons; the next year they built fifteen, and since then their business has increased every year. They have enlarged their capacity and the past year manufactured 140 wagons; they now make mostly top carriages and covered work, and are the largest manufacturers of wagons and carriages and buggies in this part of the State. Mr. Harris holds the office of Township Treasurer, and has held school offices. He was married, November 17, 1875, to Miss Sarah Plaisted, a native of this county. Her parents, Porter and Eliza Plaisted, were early settlers in the town of Kenockee. Mr. and Mrs. Harris have one son—Porter Henry—and have lost one son—Elmer J.

**WILLIAM H. HARRIS**, senior member of the firm of W. & J. Harris, manufacturers of wagons and carriages, is a native of Ontario, Canada, and was born September 1, 1845. He grew up and learned his trade

there. Upon reaching manhood he came to this county in 1867, located at Brockway and began working at his trade. In May, 1870, he and his brother established their present business and from a small beginning, making only several wagons the first year, their business has increased from year to year, until now they turn out 150 wagons and carriages, mostly covered work. They give particular attention to the selection of material, which is second growth timber. They employ from ten to twenty men. The superiority of their work is clearly established, and they have a large trade in the counties of St. Clair, Sanilac, Lapeer and Tuscola; they also ran a saw-mill in connection with their business. Mr. Harris was married in 1868, to Miss Elizabeth McArthur, a native of Canada. They have five children—Minnie B., Blanche E., William H., Ida May and Alta.

WILLIAM HODGINS, farmer and stock-raiser, Section 25, P. O. Brockway, is a native of Ontario, Canada, and was born March 10, 1846, and grew up to manhood there. He came to this county, and settled in the town of Brockway, in August, 1870. He owns an excellent farm of 240 acres, finely located and well improved, and is giving his attention to stock raising. He has held school offices. Mr. Hodgins was married January 12, 1876, to Miss Kate Lewis, a native of Ireland. They have four children—John S., Hugh, William, Isaac.

JOHN D. JONES, retired, Brockway Centre, is a native of Canada, and was born in London January 17, 1825. He came to Port Huron in 1837, when only twelve years of age, and afterward went to De Kalb County, Ill., and remained there six years, and returned to this county in 1843, and settled in this town and engaged in lumbering. He made the road from old Brockway to this place, through a wild country all covered with timber. He ran the first raft of pine logs from Port Huron to Toledo, and took about four million feet of logs before others engaged in it. He bought land, cleared it of timber, and made his farm, and was engaged in lumbering for thirty years, and owned several farms. Has sold his land, except one farm of 133 acres, which he still owns, and lived there until the past year, when he built a good house and came in town to live. He was in mercantile business six years, and is the oldest settler now living in this town. In 1876, he was elected representative to the State Legislature. Held the office of Postmaster twenty-three years; has held the office of Justice of the Peace twenty-nine years; holds the office of Supervisor, and has served nine terms. Has served as School Director thirty-one years. In 1846, Mr. Jones married Miss Martha Vanderburg, a native of New York State. She died November 30, 1875, and left four children—Mary Jane, now living in Illinois; George H., in Sanilac County; Sarah L., in Illinois; and Martha L., at home. He was married December 31, 1876, to Hannah M. Stonehouse, a native of Toronto, Canada.

H. F. LEONARD, dealer in hardware and house-furnishing goods, is a native of Plymouth County, Mass., and was born May 26, 1848. He attended school there, and came to this State in 1867, and lived in Lapeer County, at New Baltimore six years. In 1873, he went back to his native State. After a few years, he returned to this State and lived in St. Clair and Alpena for a few years. In March, 1881, he came to Brockway Centre and engaged in hardware business, and is building up a good trade. Mr. Leonard was married June 7, 1870, to Miss Flora M. Gray, a native of New York State. They have one son—Fred Gray.

JOHN McFARLANE, farmer, Section 13, P. O. Brockway, is a native of Scotland, and was born February 2, 1814. He emigrated to this country in 1850, and came to Detroit the same year and lived there several years, and came to this county in 1856, and settled in the town of Brockway, on the place where he now lives. It was covered with timber; he cleared the land and made his farm, and since then has lived here engaged in farming. His first wife was Jane Paisley, a native of Scotland. She died in 1866, leaving one daughter—Margaret, now Mrs. Manning. She left three children. In 1867, he married Mary Castor, a native of Hamilton, Canada. She has three children—Timothy, Mary, Sarah.

O. N. MILLS, grain dealer, is a native of Canada, and was born August 28, 1850. His early boyhood was spent there until fourteen years of age, then came with his parents to this county. After reaching manhood, he engaged in mercantile business at Brockway Centre, and was connected with the business here and elsewhere until 1880, and since then has been engaged in buying and shipping grain. He has held the office of Town Clerk. In 1875, he married Miss Leah Fraser, of this county. They have two children—Claude and Harry.

A. MITCHELL, M. D., physician and surgeon, Brockway Centre, is a native of Montgomery County, N. Y., and was born May 14, 1842. His parents removed to Canada during his early childhood, where he received his literary education. He then studied medicine and graduated from the medical department of the State University, at Ann Arbor, in 1872. Practiced medicine for two years in Pennsylvania, then took course in Toronto School of Medicine, after which he practiced for one year in Palmerston, Canada, and in 1876 came to Brockway Centre, and since then has successfully practiced his profession here. He is and has been Health Officer for several years, and is reporter for six townships to the State Board of Health, and is township Superintendent of Schools. In 1876, Dr. Mitchell married Miss Mary Jamison, of Palmerston, Canada. They have two children—Lulu May and Elmer Herbert.

JESSE A. MORRILL, farmer and lumberman, is a son of Levi and Huldah (Knapp) Morrill, and was born in Oakland County, Mich., May 22, 1845. He came to this county with his parents during his early childhood, and was brought up here and engaged in lumbering with his father. In 1869, he bought the Jonas Jones Mill property and 180 acres of land. The firm of L. & J. A. Morrill owned a large tract of timber at the Sable, and have cut lumber there for many years. They also own a large tract on Cheboygan waters, and are now operating that property. They are also interested with Hon. Henry Howard in timber lands. Mr. Morrill has represented this township in the Board of Supervisors. He owns a good farm of 100 acres, with fine improvements, adjoining the village. He was married September 7, 1868, to Miss Ella M. Bettis, a native of Canada. They have five children—Olive A., Howard E., Ortney C., Euphemia N. and Herbert Eugene.

LEVI MORRILL, retired, Section 11, P. O. Brockway Centre, is a native of Concord, N. H., and was born April 17, 1815. After reaching manhood, he came West to Michigan, when it was a territory, and settled in Oakland County, and began working by the month, and afterward engaged in farming. While living there,



in 1813 he married Miss Huldah Knapp, a native of New York. Her parents came to this State during her early childhood. In 1848, Mr. and Mrs. Morrill came to St. Clair County, and lived in Port Huron four years. In 1852 they came to the town of Brockway, and settled on the land where they now live. It was all covered with heavy timber; he cleared his land and made a large farm, and also engaged in lumbering, and carried on that business over one third of a century. He has given up the business to his sons. He owned a mill here. He is one of the oldest settlers now living in this town; has held town offices. Mr. and Mrs. Morrill have six children—Jesse A., engaged in lumbering and farming here; Mary, now Mrs. Kelly, living in this county; Charles R., living in this county; Esther, now Mrs. Oatman, this county; Levi, married and living here; Hettie, at home.

G. S. NEY, M. D., physician and surgeon, is a native of Ontario, Canada, and was born March 14, 1854. Attended school there, studied medicine; attended first course of lectures at Toronto, and graduated at Bellevue Hospital Medical College in 1882. After graduating, came to this place and associated with Dr. Mitchell, and since then has practiced his profession here.

ANDREW PAISLEY, farmer, Section 24, P. O. Brockway, is a native of Scotland, and was born October 15, 1802. He grew up and lived there over fifty years. Emigrated to this country in 1854, and came the same year to this county and settled in the town of Brockway on the place where he now lives; it was a very wild place, all woods; he built a log house, which is still standing, cleared his land and made his farm, and since then for past thirty years has resided here. Owns his farm of eighty acres. Has held office of Road Commissioner. Mr. Paisley was married October 4, 1837, to Miss Margaret Armstrong, a native of Scotland. They have had seven children, only one survives, a daughter, now Mrs. Gilchrist.

W. H. PALMER, general merchant and owner of Palmer's saw and grist mill, is a native of England, and was born February 16, 1846. When ten years old, came with his mother to Quebec, and the following year came to Michigan, and settled in this county at Ft. Gratiot, and he was brought up there. He entered the employ of the Grand Trunk Railroad, and was with the line three years, and at the end of that time a special engineer. Afterward opened a meat market in Port Huron. In 1868, he came to Brockway Centre, and engaged in mercantile business, and since then has for the past fifteen years successfully carried on the business here, and is the oldest merchant without change, now in business here. In 1870, with Mr. Grinnell, he built a woolen mill and ran the business three years. In 1878, he put in machinery for saw, grist and planing mill, and since then has operated saw, grist and planing mill, and engaged in manufacturing and dressing lumber. Mr. Palmer has large business interests and does the leading trade. His success is owing to his own efforts. Has held the office of Town Clerk and school offices. He was married January 27, 1870, to Miss Hannah L. Chamberlain, a native of Canada. They have seven children—Fred T., Jane E., William H., Charles H., Hannah A., Earl E. and Ina E.

JOHN RATH, farmer, Section 14, P. O. Brockway Centre, is a native of Ireland, and was born in County Wexford, in 1829. His parents emigrated to Canada during his early childhood, and he grew up and lived there until 1860; then came to this county and settled in this town, and engaged in farming for Lewis Brockway; two years later he came on the place where he now lives, it was all woods; he cleared the land and made his farm, and since then has been engaged in farming. He married Miss Agnes Manhardt, a native of Canada. They have eight children—William, Henry, James, John, Elizabeth, Matilda, Ada and Annie.

JAMES WALLACE, manufacturer and dealer in harness, trunks, etc., is a native of Scotland, and was born October 26, 1853; his parents came to Canada in 1856, and he was brought up and learned his trade there. In 1871, he came to this State, and lived in the city of Detroit three years; then went to New Baltimore, and remained there five years; and, in May, 1882, came to Brockway Centre, and established his business here, and has built up a good trade.

GEORGE W. WARING, merchant, is a native of Michigan, and was born in Oakland County, June 23, 1828. He grew up to manhood there, and engaged in running stage line; he lived there until 1872, when he came to Brockway Centre, and since then has been engaged in mercantile business and staging. He was married, October 28, 1859, to Miss Ezelda Hovey, of Lapeer County. Mr. Waring is a son of Wells and Philinda Waring, who were early settlers in this State.

S. O. WELCH, farmer and lumberman, Section 23, P. O. Brockway Centre, is a native of Washington County, N. Y., and was born November 12, 1820. He grew up to manhood there and engaged in farming and lumbering. He came to this State in 1856, and engaged in lumbering, at Flat Rock, for two years, and then removed to Brockway, and engaged in lumbering on Black River, Elk Creek and Mill Creek and Cass River, and has successfully carried on a large business for over a quarter of a century in this State, and now runs a saw mill and grist mill north of Brockway Centre, at "Elk," his son Samuel having charge of the business there. Mr. Welch moved on the place where he now lives in 1860. He bought a large tract of land, cleared it and made his farm; has divided a part of it with his children and still owns 240 acres. He, with others, built a mill at Brockway Centre. He was elected a member of the Board of Supervisors several terms, and has held other town and school offices. In 1840 he married Betsey Barrett, a native of New York State; she died in 1859 and left six children—George, Samuel J., James, Emerson, Willard and Maria. In 1860, Mr. Welch married Annie Barrett, of New York. They have three children—William, Roger and David.

DR. J. WELLS, physician and surgeon, is a native of Vermont, and was born in Caledonia County, August 14, 1818; he was brought up and attended school there; then studied medicine, and graduated in 1841. The following year, came West to Michigan; he engaged in teaching and practiced medicine; and was engaged in mercantile business in Detroit for a short time. In 1858, he came to Brockway, and engaged in the practice of medicine until 1868; then went to Missouri, and remained there until 1878, when he returned, and since then has successfully practiced his profession here. In 1842, he married Miss Lithura Davis, a native of Wyoming County, N. Y. She died in 1851, leaving two children—George and Lithura, both living in Wisconsin. In 1852, he married Eliza Bradshaw, a native of Wyoming County, N. Y.; they have four children—Charles, in drug business here; Louise, living in Mason County; Walter, living here, and Ida, now Mrs. McArthur, living here.



## EMMETT TOWNSHIP.

**E**MMETT Township was organized in 1852 with Patrick Kennedy, Supervisor. Among the pioneer settlers were Patrick Donegan, Patrick Kennedy, M. Harrington, Rev. Lawrence Kilroy and J. Dorhemey. The township is peculiarly adapted to agriculture, the land being slightly undulating and very fertile. The name Emmett was conferred on the district by its first organizers in honor of Ireland's young patriot. The Catholic Church of Emmett is located within two miles of Kenoskee. The schools are well attended and the administration of local government affairs watched jealously.

In 1836, the United States lands in this township were first entered. Among the early purchasers were Nathan Dickinson, Alexander Forbes, Polaski Jacks, H. Imley, George Beach, Elisha Jenkins, Nathan H. White, R. T. Leach, Ashbel Chandler, William Ramsdell, Jere Allis, Normon Perry, John S. Fox, Patrick Donegan, Michael Harrington.

St. Patrick's Society of Emmett was organized in 1877, with Rev. Patrick A. Tierney, President; James Cogley, W. H. Butler, Ed. Gallagher, David Donohue, Thomas Butler and William Power, members associating.

### SUPERVISORS.

Patrick Kennedy, 1852-56; Patrick Fitzgerald, 1857-58; John Carelry, 1859; Patrick Fitzgerald, 1860; Patrick Kennedy, 1861; Thomas Kennedy, 1862; D. Carney, 1863; Thomas Kennedy, 1864-65; John Cavanaugh, 1866-67; D. Carney, 1868-72; W. H. Butler, 1873-74; William Power, 1875-78; W. H. Butler, 1879-80; William Power, 1881-82.

### JUSTICES OF THE PEACE.

Patrick Fitzgerald, 1858; Bryan Kelly, 1858-60; Thomas Kennedy, 1859; Thomas Byrne, 1862-66; C. S. Wixon, 1862; Patrick Kennedy, 1863-70; Cor. L. Carroll, 1863; John Purtell, 1864; David McCall, 1864; Malcolm McLaren, 1865; W. J. Parkinson, 1867; Patrick Fitzgerald, 1868-72; Bryan Kelly, 1868-74; John Purtell, 1871; Patrick McGill, 1871; Duke McKenzie, 1873; Patrick Kennedy, 1874; P. K. McGill, 1875; W. E. O'Neil, 1876; B. Popplewell, 1877; Henry A. Cope, 1878; Thomas Byrne, 1879; P. Kennedy, 1880; B. Popplewell, 1881; James Cogley, 1882; Patrick McGill, 1882.

### PERSONAL SKETCHES.

In the following pages are given the biographical sketches of the pioneer and prominent citizens of this township. This very important section of the work has been very fully treated; so that the history of this district may be said to be complete in every respect.

**FRANK BROGAN**, dealer in dry goods and groceries, was born in Canada, 1843; was reared on a farm and received a business education. Came to Michigan in 1867, and located in Bay City, where he engaged with Moore, Smith & Co., as Foreman of camp, here he remained seven years, at the end of which time, he opened his present business, in 1874. Was appointed Postmaster in the spring of 1874, which position he still holds. Mr. Brogan was married to Miss Mary Carroll, of Michigan, in 1874; they have two children living—Frankie and Nellie; Jamie, deceased. Mr. Brogan owns a farm in the town of Riley, and also owns a residence and business house in the village of Emmet, carries \$4,000 to \$5,000 in stock, and does a business of about \$12,000 yearly.

**JOHN BUCKLEY**, manufacturer of boots, shoes and brick, was born in Emmet, St. Clair Co., Mich., in 1868; was reared in the boot and shoe business, receiving a business education. Began the business of boot and shoe manufacturer at the age of sixteen for himself, in the village of Emmet, which business he has since followed. In 1882, he formed a copartnership with his brother, Thomas, for the purpose of manufacturing brick in the village of Emmet. Mr. Buckley has run a farm since 1879, in connection with the boot and shoe business. Owns fourteen acres of land and two houses in the village of Emmet. Belongs to the order of Good Templars, and is School Inspector. Mr. Buckley was married to Miss Ellen Conley, of Canada, in 1880; they have one child, Lenora, born March 30, 1881.

**THOMAS BUTLER**, of the firm of Butler & Cary, general merchants, was born in Detroit, Mich., in 1845; was reared on a farm. At the age of twenty, he began work for himself, as a day laborer, at which he continued for about seven years, in St. Clair County; came to Emmet in 1871, bought two lots and built a residence and blacksmith shop, which he sold in about two years. In 1872, Mr. Butler assisted in securing a depot at the village of Emmet. Opened his present business in 1873, under the firm name of E. Galliger & Co.; has continued in the same line of business since; now under the firm name of Butler & Carey. Mr.

Butler is a member of the St. Patrick Society. He was married to Miss Louisa Downey, of Prince Edward County, Canada, in 1874; they have three children—Mary, Margaret and Louisa.

WILLIAM H. BUTLER, owner and operator of the Emmet Grist and Saw Mills, was born in Detroit, Mich., in 1839, and was reared in the agricultural profession, receiving a business education. He remained at home, working on his father's farm, till twenty-four years of age (having come to St. Clair County in 1849), after which time he set out for himself, by commencing farming in the township of Riley, St. Clair County, Mich. Here he remained, carrying on his farm, for six years, and then built a saw mill in the village of Emmet, in 1870. In 1872, he extended his business by adding a grist mill to his already flourishing business, the capacity of which is about 300 bushels daily, and that of the sawmill about 5,000 feet daily. Was Supervisor of the Township for four years, and School Moderator three years. Mr. Butler was a candidate on the Democratic ticket for the Legislature, for the Third Representative District of St. Clair County, but was defeated by a few votes. Was married to Miss Catharine Buckley, of Michigan, in 1870; has five children—Mary, Ann, Gertrude, Catharine and William. Mr. Butler is a self-made man, having mainly educated himself, and what he has, has been accumulated by his own energetic and well directed efforts. He is a useful and influential citizen, and held in high esteem by his fellow-townsmen.

MAURICE CAREY, of the firm of Butler & Carey, general merchants, was born in Canada in 1859. Mr. Carey was reared in the railroad business, and received a business education; he came to the United States, with his parents, in infancy, and began railroad business at the age of twenty, and continued three years; came to Emmet March 30, 1882, and opened his present business; is a member of St. Patrick's Society, and was a member of the order of Good Templars. Mr. Carey owns eighty acres of land in Emmet Township.

JAMES COGLEY, owner and manager of the Emmet Farm Implement and Buggy Manufacturing Establishment, was born in Ireland in 1840; came to Canada in 1847, where he remained eight years, at the end of which time he came to St. Clair Co., Mich., and remained on a farm with his father until he arrived at the age of fifteen, when he went to learn the blacksmith trade, where he served an apprenticeship of three years with S. S. Eaton; he was then on journey-work five years. Mr. Cogley then went into business with F. E. Spencer, in the manufacture of buggies and wagons in 1863, and continued four years, at the end of which time he bought the interest of Mr. Spencer, and continued business at the same place two years, when he sold out and went on to a farm in Kenosha, where he remained five years, and in connection with his farm he also carried on blacksmithing. In 1872, he bought seven lots at Emmet Station, on which he built two business properties and two residences. In 1878, he added to his other business a foundry; he owns in the village of Emmet three residences and three business properties. In 1882, he was elected as a Justice of the Peace, and was also School Director of District No. 1 for six years. Mr. Cogley was married to Miss Ellen Furlong, of Detroit, Mich., in 1864. They have seven children living—Minnie A., Emily G., Patrick J., George F., Charles A., and Charles A. deceased Mark Leo, deceased. Mr. Cogley is in every essential particular a self-made man, having started in life without a cent, and has by honest industry and judicious economy amassed a handsome competency.

WILLIAM ENRIGHT O'NEILL, dealer in dry goods, groceries and drugs, was born in Shangolden, twenty miles west of the old historic city of the violated treaty in the county of Limerick, Ireland, December 17, 1833, spent fifteen years in the village of Shangolden, where he completed his education as far as mathematics; he emigrated from Ireland May 1, 1847, and landed in New York May 17, 1847; he engaged as a canal driver on the Erie canal, which business he followed during the season of 1847; after this he was coachman for Elijah Fetch, of Auburn, N. Y., one year; after this, he went to Binghamton, where he acted as foreman of railroad repairs two years; he then spent some years in the Delaware, Lackawanna & Western Railroad as foreman of track laying. In 1860, he went to Chicago, where he was employed on the I. C. R. I. & P. Railroad as foreman of track laying. Then he returned to Binghamton, N. Y., and enjoyed a vacation of one year, after which time he came to Emmet, St. Clair Co., Mich., and opened his present business; he owns four residence properties in the village of Emmet; he carries about \$3,500 in stock, and sells about \$8,000 worth of goods annually; was prominent in the Fenian movement in 1864, which had for its object the invasion of Canada, under William R. Robbins, of New York, and Gen. J. O'Neill, has also taken a large interest in the land movement under Parnell; he assisted in the organization of the St. Patrick's society of Emmet, and was a Justice of the Peace for a number of years; is also at this time a Notary Public; he assisted in securing a village school for District No. 7, of which he was the first chairman of its organization; he was married to Miss Mary A. McGraw, of Ballingary, July 20, 1858, have five children living, three by a former and two by the latter marriage.

WILLIAM LEWIS, farmer, Section 16, P. O. Capac, was born in Canada in 1821, his early life was spent on his father's farm, receiving a liberal education. At the age of sixteen years, he removed to the State of New York, where he learned the blacksmith's trade, at which he continued for two years, at the end of which time he removed to Pennsylvania, where he worked at his trade for three years. From Pennsylvania he returned to Canada, where he followed his trade for a period of twelve years, at the end of which time he came to St. Clair County, Mich., and settled on his present farm of one hundred and twenty acres, ninety five acres of which he has finely improved, and is under a fine state of cultivation, raising grain, etc.; he also has quite a fine orchard, embracing choice fruits, including cherries, peaches and a variety of small fruits. In connection with his agricultural pursuits, he did, till six years ago, also carry on the blacksmithing business. At the time he first settled on his farm, his nearest neighbor was three miles distant, he was Path. Master two years and School Director one year; he was married to Miss Ann Arnold, of Canada, has six children—Washington B., John Q., Edway, Rachael, Maryetta, Chauncy, Garibaldi, Eugene; of the six children, all are living but Garibaldi. Mrs. Lewis is a member of the Methodist Episcopal Church, and takes a lively interest in its ordinances. Mr. Lewis has in his busy life so far, by what he has done and is still doing, manifested true, noble and manly characteristics, his mechanical turn of mind has proved of much value to him, he is now regarded as one of the first men of his town.

FRED MILLER, Section 19, P. O. Capac. Fred Miller was born in Germany in 1847, and came to the



United States, landing at Cleveland, Ohio, in 1856, where he remained eighteen months, after which he went to Canada, where he remained six years, at the end of which time he came to St. Clair County, Mich., and settled in Section 19 in the township of Emmet, with his parents, where he remained until he was eighteen years of age; he then acted as engineer in a saw mill during the summer for twelve seasons, working in the lumber woods during the winter season. At the end of this time he returned to his present farm, where he has since resided, raising grain and stock; he is Treasurer of School District No. 3; he is a member of the order of the Grange; he also assisted in organizing the Lutheran Church. In 1873, he was married to Miss Rachael Waggoner, of Germany. They have two children—Minnie and Charles. Mr. Miller is a noble specimen of our German friends, being a sober, industrious, frugal and estimable citizen, and in every respect a self-made man. He is the third son of the late Charles Miller, who was born in Germany in 1821, and emigrated to the United States in 1856, and settled in Ohio for a short time and then went to Canada, where he remained six years, at the end of which time he came to St. Clair County, Mich., and entered and improved a farm on which he lived until his death, which occurred in 1880; he was a member of the Lutheran Church. Mr. Charles Miller was married to Miss Mary Hontz, of Germany, by whom he had four children—Charles, Joseph, Fred and Christopher. His wife died in the passage to this country; he married for his second wife Miss Sophia Gooderman, of Germany, by whom he also had four children—William, Mary, Annie and Herman.

JOHN O'CONNOR, farmer, Section 21, P. O. Emmet, was born in Ireland, in 1831. At the age of fourteen years, he emigrated with his parents to Canada, where he located in Strothroy, and lived there till he was twenty-two years of age, at which time he came to the United States, locating on his present home of 120 acres, which he has opened up; he has 100 acres under cultivation; is a grain and stock farmer. Mr. O'Connor has also been a contractor, having built a wagon road for the State, and also spent some portion of his time in the lumber business. Mr. O'Connor is a gentleman of culture and fine feelings, and has aided largely in building up schools and other educational opportunities. He was married to Miss Catharine Sheehan, of Ireland, in 1858, and has nine children—Mary A., James, Helena, Hannah, Louisa, Michael, John, Edward and William. Mr. O'Connor is a gentleman of fine attainments, business qualities and unswerving integrity, an ornament to any community and an honored citizen of his adopted country. He is also extremely genial and kindly in disposition, and his hospitality, like that of most self-made men, is proverbial.

JOHN F. RYAN, proprietor of Emmet House, and farmer, was born in Springfield, Ill., in 1852; was raised on a farm and received a liberal education. At the age of twenty-one he began working on railroad as foreman on construction, at which he continued seven years in Ohio; was then four years in same business in Michigan. Mr. Ryan took charge of the Emmet House January 9, 1883. Mr. Ryan was treasurer of the Temperance Society four years; is a member of St. Patrick's Society. Owns an eighty acre farm, which he improved. Was married to Mrs. Galliger, of Emmet, Mich., January 9, 1883; Mrs. Ryan is a graduate of the high school of Detroit.

GEORGE VAN ORMAN, lumberman and farmer, Section 1, P. O. Brockway, is a native of La Colle, Lower Canada, and was born April 29, 1847, his parents came to this county and settled in the town of Brockway, when he was only eleven years old. When he was seventeen, he went to work in a saw-mill, and the following year enlisted in Company K, Second Michigan Cavalry, and served fourteen months, and was discharged on account of sickness. After the war, worked in the mill and on the river. Has been in this mill most of the time for the past twenty years, and has run the mill for several years past. Also owns the farm where he lives. In 1867, he married Miss Julia Burnham, a native of this State; they have four children—Herbert H., Fred, Charlie and Rufus.

NATHAN VAN ORMAN, farmer, Section 1, P. O. Brockway, is a native of New York State, and was born November 1, 1832. His parents, Jacob and Sarah Van Orman, removed to Canada during his early boyhood, and he grew up in the upper and lower provinces. He came to this county in 1856, and settled at Brockway, and worked in a saw mill several years. He afterward entered a store as clerk, and remained there several years. He then settled on the place where he now lives. It was all covered with timber. He cleared the land and made his farm, and since then has resided here and engaged in farming; owns 100 acres of land. Has held school offices many years. In 1861, he married Miss Mary Ann Shannon, a native of Watertown, N. Y. They have three children—Chester, Agnes and Arthur. They lost one daughter, Alice.

JOHN WALTZ, farmer, Section 19, P. O. Capac, was born in Romeo, Mich., in 1857, and was reared as a shoemaker. At the age of twenty-four years, he started as a farmer on his own account, opening up a farm of 120 acres, and has also eighty of timber. He was married to Miss Matilda Grant, of Canada. Mr. Waltz is a young man of great energy, a faithful representative of those who build up all sections of our country worth living in, and has bright and flattering prospects before him.

## RILEY TOWNSHIP.

RILEY Township was settled by the Ojibwas of the Riley band of Indians originally. In 1836, the American land buyers flocked thither to purchase the United States lands then brought under notice. In 1835, the Wells, Mansfields and others located on the southern limits of the town and must be considered the pioneers of Riley. The equalized valuation of real and personal property, in 1882, was \$477,280. The population in 1845 was 234; in 1850, 311; in 1854, 593; in 1864, 1,975; and in June, 1880, 2,002. The area of the township is 23,800 acres; number of school children, 596.



## EARLY LAND BUYERS

The land buyers of 1836 were Stephen H. Web, William Blakely, Oliver Tuttle, Supply Chase, Theo. Romeyn, George E. Hand, James Edgerly, George Whiting, Jacob Wintersteen, Moses N. Griswold, John Lown, Jeremiah Thorp, Nathan Thorp, Justin Corey, Charles Sherritt, Ira Babcock, William Butler, R. Seaman, Edward Smith, J. C. Chittenden, Ruth and Elizabeth Hubbard, Alex. Henry, Ann M. Kendrick, William Dunn, J. C. Roberts, Daniel Maginnis, Eliza Ann Hart, Josiah Snow, Julius Day, John LeClair, Andrew Youngs, A. D. Walsh, J. Eldrick, David Mansfield, William Wells, Israel Ansboy, Jeremiah Thorp, Jedediah Welder, R. McMullan, Isaac Gartfield, Delos Conklin, Charles Chartrand, Otho Bell, W. W. Wilcox, Lyman Granger, Andrew Sutherland, Levi Parsons, Charles Collins, A. G. Vanderbilt, W. H. Whipple, J. E. Lathrop, William Dake, Jacob Winn, N. Tallmage, Henry and V. R. Hankins, Benjamin Thornton, Syl. DeLand, Susan Thompson, Sarah Francis, and Daniel Hewitt, E. Chamberlain, Ransom Hullier, Lucius Oakes.

## SUPERVISORS

Oel Rix, 1842; Amasa S. Welch, 1843; John Lown, 1844-45; Amasa S. Welch, 1846-47; John Lown, 1848; John P. Gleeson, 1849; A. S. Welch, 1850; Henry Rix, 1851-53; Oel Rix, 1854; Henry Rix, 1855; Oel Rix, 1856; Ezra Hazen, 1857-59; A. S. Welch, 1860; Ezra Hazen, 1861-64; Henry Rix, 1865-66; Ezra Hazen, 1867; William Eaton, 1868; Ezra Hazen, 1869; William Eaton, 1870; Constant Simmonds, 1871-82.

## JUSTICES OF THE PEACE.

Daniel Hewitt, 1839; Hugh Gregg, 1840; John Grinnell, 1841; John Lown, 1842; Daniel Hewitt, 1843; Erastus W. Cross, 1844; John Grinnell, 1845; John Lown, 1846; Daniel Hewitt, 1847; Harry Rix, 1848; Nicholas Meyers, 1848; Henry Rix, 1849; Robert Stewart, 1850; Azel Day, 1851; George W. Chilson, 1853; Henry Rix, 1853; Josiah G. Gooding, 1854; George W. Chilson, 1855; Ezra Hazen, 1857-73; E. Ramsay, 1857; Henry Rix, 1858; John House, 1859-63; Francis Hewitt, 1860; George W. Chilson, 1860-64; Sherman Bishop, 1863; William Eaton, 1868; Joseph H. Dutton, 1868; Benjamin Filker, 1872; Henry C. Mansfield, 1874; Aaron Smoker, 1873-74; Peter Cantino, 1875; Ezra Hazen, 1877; Henry C. Mansfield, 1878; Peter Cantino, 1879; Martin Ellenwood, 1880; Ezra Hazen, 1881; Peter Foley, 1881; Constant Simmons, 1882.

## MEMPHIS

Memphis was settled in 1835, and incorporated as a village in 1865. In 1878, its population was stated to be 800, while at present it is only 600. This village is prettily located on Belle River, on the line between Macomb and St. Clair Counties, twenty-seven miles northeast of Mount Clemens, twenty-two miles southwest of Port Huron, seven miles north of Richmond, and about the same distance northeast of Annada. There are three churches in the village, viz.: **The Congregational, Methodist and Adventist, with a graded school.**

The first effort to reclaim the land now occupied by the village of Memphis was made by the Wells family, one member of which still lives just north of the village. James Wells, the father, was born in Albany, in 1772, a descendant of one of two brothers who emigrated from England and settled in New York shortly prior to the war of the Revolution. His family consisted of three sons and three daughters, of whom one son and one daughter are living. Their house, a comfortable log one, covered with shingles, was the first structure of any kind to succeed the wigwags of the Indians, and in good old pioneer style, for all purposes of hospitality or for meetings, the "latch string was always out." The family had dealings to considerable extent and learned much of their ways, and bear testimony that in nearly all instances they were honest in their dealings and faithful in their promises. Especial mention is made of the good qualities of John Riley, the Chippewa chief. His family and that of Black Cloud with some others were leading spirits among them. At this time (1835), the former owned a tract of land granted by Government, at what is now Port Huron, on the south of Black River. Only two houses, one log and one frame, were to be seen at that point. John Riley was born in the Mohawk Valley, of a German father and Indian mother, and possessed greater intelli-

gence than the full Indian. He, with many of his tribe, made annual visits to the woods near the village, for the purpose of making maple sugar, coming in February or March and returning when the season was over. In the spring of 1836, he came early for this purpose, and one pleasant Sunday, as he would not allow any work to be done that day, he took a walk in the woods, accompanied by a boy. Coming upon a large hollow log which had the appearance of being the home of some animal, he said to the boy, "*Abs-co-in, Hash-a-pun!*" (John! a raccoon) directing the boy to crawl in the log and investigate. The young *Abs-co-in* soon came out with great speed shouting "*mo-q-wash! mo-q-wash!*" (a bear! a bear!!). Riley drew his hatchet, and as the bear's head appeared, struck her a powerful blow with the edge of the weapon, burying it in her brains. She weighed over 400 pounds, and furnished material for a continuous feast. The Indians gave names to the whites to correspond with some habit or to commemorate some gift. The elder Mr. Wells they called *mo-quash* (bear), because he was a hunter of that animal. Abram Wells, was *caw-ke-chee* (porcupine), he had given them a porcupine, the flesh of which they relish. Anthony Wells was *mish-a-wah* (Elk); William Wells, *wah-wa-cash* (deer); Mr. Welch, *mus-co-danse* (Indian hole or clearing), from the fact that he bought land on which there was an Indian field, on which there were bearing apple trees when the whites arrived. Riley afterward retired to the Saginaw country, where he died in 1862.

His first wife was buried on land since known as the "Fitz Patrick" place, and as the roads came to be straightened and worked, her body was exhumed and stolen away. One of the chiefs of this tribe, Macompte, went to England previous to this time and performed the feat of shooting an apple held in the fingers of one of the royal family, with his rifle. The bullet pierced the apple, and the hand was unhurt. *Tip-se-co*, an Indian well known to the settlers of Macomb, also made a visit to the same country. He was a man of great speed and skill in wrestling, his principal feat being to run to a stake ten rods away and return before a horse and rider could make the like trip. This Indian is still living in Isabella County.

The next family in the place was that of Potter, then Welch, Moore, Slater, etc. The first death was that of Bird, the first school teacher, who was buried in a lot a little south of the Congregational Church, which Mr. Wells had designed for a cemetery. The wife of Joshua Eaton was the next to be buried here. Her body was afterward removed, but that of Bird still lies where it was placed.

In the winter of 1836-37, an Indian went out hunting and did not return. A heavy snow storm prevailing at the time, obliterated all trace of him, and although a thorough search was made, he could not be found. One day in spring, 1837, as Hartford Phillips was piloting a few lumbermen through the woods, a gun was discovered standing by a tree, and near by the body of the missing Indian, crushed beneath the fallen tree, which he had chopped down. The Indians identified the body and buried it. Three years later, the little settlement was called to mourn its first fatal accident—the death of Anthony Wells. About this time Carleton Sabin purchased of Wells the 80-acre lot on which the southwest corner of the village is located, and lots were generally sold over the plat. It was discovered that an excellent water-power existed here, which was developed in 1840 by Oel Rix and Dr. Sabin. The latter built a saw mill, while the former built a flouring mill. The nearest post office was six miles distant, at Phillip Cadworth's; but now the Memphians sought for an office of their own, which they did not succeed in obtaining until eight years later. The naming of the village was then taken up. Belle River passes through the northern portion of the village, and so some of the inhabitants urged the adoption of the name "Bellevue," others, who admired James G. Birney and his party, desired it should be named "Birney," while others urged the name "Riley," in honor of the Indian chief who resided there. The name Memphis was suggested at length and adopted.

The first physician was Dr. Sabin, who came in 1844, and remained there until 1854. He was succeeded in practice by Dr. Cole.

The first religious services held in the "Wells settlement" was at the house of Mr. Wells, and was conducted by Mrs. Chilson, whose son now lives in the village. This woman was a member of the Methodist Episcopal Church, and having the ability to address an audience in public, she thought herself called to preaching, which she did on many occasions. This was

in the year 1837. Soon after this, Elder Simons also preached in the house of Mr. Wells. In 1839, a Baptist Church was formed at the house of William Smith, who lived south of the village. The members of the organization were William Smith, William Wells, George Williams and Deborah Simmons and their mother, Mrs. William Smith, Johanna Eaton, and wife, Solomon Eaton and wife, J. Eaton, Jr., and wife, old Mrs. Wells and Durfee Simmons, who was chosen Deacon. A house of worship was built for the church just formed, in the south part of the settlement, on the east side of the street. This was a small building, and was afterward removed south and turned into a dwelling house. No other edifice of that denomination has since been erected. During the summer of 1837, a Sabbath School was organized, which was not under the care of any denomination, but joined in by all. Sabbath school exercises have been held almost continuously since that time. The Methodist class was the next to be formed, and in 1840, the Congregational Church was formed. This was effected at the house of Deacon A. Gilbert under the advice and direction of Rev. Seth Hardy, of Romeo. Seventeen members constituted the church at its organization, six of whom were from Romeo. Their house of worship was built in 1842. The Methodist house was erected a few years later. The first pastor of the Congregational Church was Rev. Charles Kollog, in 1841. He was succeeded by Rev. W. P. Russell, who labored with the church for the welfare of the community from July, 1848, to the time of his death in 1889. The first school was taught by Mr. Bird, in a small log schoolhouse which stood on the west side of the village in the town of Riley. This man was a great believer in the efficacy of the "birch" in subduing the total depravity of average childhood, and perseveringly applied it on the slightest provocation. The first female teacher was Harriet Stewart. Marriages were undoubtedly celebrated at an early date, but who was first doth not yet appear. Miron Salsbury and Amelia S. Ellenwood were the first couple married by Rev. W. P. Russell, and he did his work in so satisfactory a manner that he was called upon afterward to unite the fates of 396 pairs.

The first frame building was a barn erected for Anthony Wells. The first house was a small frame one, by Mr. Rix, but the first substantial residence was that of Lewis Gilbert, in 1840, which is doing good service still. The first store was that of Oel Rix, who had a small stock of goods to meet the needs of his workmen. Among the first settlers of Memphis still living among us may be mentioned Hartford Phillips, who was born in Chenango County, N. Y., in 1809, and came to Memphis in 1833, having lived here continuously since that time. His wife, Polly Wade, of Rhode Island, a descendant of Roger Williams, of Puritan fame, died in 1879, at the age of seventy-three years. There are others also who have given the helping hand to all the industries and improvements of our village, and to them all we say, peace to the closing days of life and joy in the bright hereafter.

The village of Memphis was incorporated in the south schoolhouse on the 4th day of April, 1865. The name was given some ten years previously. A portion of the citizens wished the young village to have the name Birney, after J. G. Birney; others wanted the name Bellevue, as the Belle River passed through the place. The name Memphis, however, prevailed, which was given after the Egyptian city, and custom has made firm the name then suggested. An election was held on the date above given, at which the following were chosen: Sherman S. Eaton, President; Lewis Granger, Linus Gilbert, Oel Rix, Selon Spafford, Joseph M. Beach, Hiram Burk, Trustees; L. G. Sperry, Clerk; Orrin Granger, Treasurer.

The principal village officers from 1866 to the present time are as follows:

1866—Sherman S. Eaton, President; Clark B. Hall, Clerk; Orrin Granger, Treasurer.

1867—W. P. Russell, President; Ezra Hazen, Clerk; G. L. Perkins, Treasurer.

1868—R. B. King, President; Joseph H. Dutton, Clerk; Orrin Granger, Treasurer.

1869—Lewis Granger, President; Joseph H. Dutton, Clerk; H. C. Mansfield, Treasurer.

1870—Augustus M. Hodges, President; H. C. Mansfield, Treasurer; J. H. Dutton, Clerk.

1871—A. M. Hodges, President; J. H. Dutton, Clerk; H. C. Mansfield, Treasurer.

1872—Hiram Burk, President; J. M. Dutton, Clerk; H. C. Mansfield, Treasurer.

1873—Sherman Eaton, President; J. H. Dutton, Clerk; H. C. Mansfield, Treasurer.

1874—Sherman S. Eaton, President; J. H. Dutton, Clerk; H. C. Mansfield, Treasurer.

1875—George L. Perkins, President; H. C. Mansfield, Clerk; Chester S. Gilbert, Treas-

urer.



1876—G. L. Perkins, President; J. H. Dutton, Clerk; H. C. Mansfield, Treasurer.

1877—Francis E. Spencer, President; J. H. Dutton, Clerk; H. C. Mansfield, Treasurer.

1878—Sherman S. Eaton, President; J. H. Dutton, Clerk; H. C. Mansfield, Treasurer.

1879—Sherman S. Eaton, President; George W. Carman, Clerk; Chester S. Gilbert, Treasurer.

1880—Joseph H. Dutton, President; George H. Carman, Clerk; C. S. Gilbert, Treasurer.

1881—J. H. Dutton, President; G. W. Carman, Clerk; C. S. Gilbert, Treasurer.

The Memphis Post Office was established in 1848, with Harry Rix as first Postmaster. His successors in office were: F. E. Gilbert, C. S. Gilbert, Thomas Robson, George Robson, S. P. Spafford, Joseph M. Beach, William Jenkinson, Orrin Granger, H. C. Mansfield, and George W. Carman, the present Postmaster.

#### BIOGRAPHICAL SKETCHES.

In the following sketches of pioneers and leading men of the township may be found many instructive and entertaining incidents of settlement. The foregoing historic sketch embraces much subject of a valuable character; but to prevent, as far as possible, the repetition of facts, nothing that has been fully treated in the biographical collection, is introduced into the historic sketch of the township.

**WILLIAM BURT**, farmer, Section 17, P. O. Riley Center, was born in the county of Kent, England, near the great metropolis, January 28, 1821; in June, 1827, he came with his parents to the United States; landed in New York City, thence to Wayne County, N. Y., forty miles east of Rochester, where for sixteen years he worked on the farm, after which he rented and worked a farm for six years. By this time he had gained capital, and in 1853 he bought a farm of fifty acres. In August, 1862, he enlisted, and served two years and eleven months in the war, and was wounded once at Cold Harbor and once at Cedar Creek. After he returned he sold his farm, and in 1866 he came West and bought eighty acres of wild land in the town of Riley, on Section 17, where he still resides. Since his first purchase, he has added forty acres, and improved from eighty-five to 100 acres of land. Is a member of the Baptist Church in Riley, and has been Deacon since its organization. Was married to Miss Mary McMillan, of Wayne County, N. Y., on August 27, 1844, and is the father of six children—Elizabeth, John, Mary Jane, Jeanette, Margaret and Francis. Mrs. Burt and two of the daughters, Jeanette and Margaret, also belong to the Baptist Church of Riley, and are consistent and active workers. Mr. Burt, by his honest industry and careful management, has placed himself as a useful member of society, and is held in high esteem by all who know him.

**MARTIN ELLINWOOD**, farmer, Section 18, P. O. Riley Center, was born in 1836, in Jefferson County, N. Y. Here he resided with his parents until nine years of age, attending the common school; at the end of which time, his parents came West to Macomb County, Mich. In 1866, he bought 120 acres of partly improved land in the town of Riley, Section 18, and has improved fifty acres and built a fine brick residence. At one time, he was quite extensively engaged in the dairy business, but is now confining his farming operations to general farming. For sixteen years has been Postmaster, has been Town Clerk one year, Town Treasurer two years, Justice of the Peace eight years, and is at the present time Supervisor. Was married to Miss Beaman, of Shiawassee County, near Lansing, Mich., in May, 1865, and has two children—Amanda and Stella. Mrs. Ellinwood and her eldest daughter are members of the M. P. Church, and both active workers. Miss Amanda is an accomplished musician, and leads the choir on the organ. Mr. Ellinwood is a successful business man, having accumulated a competent fortune by honest, industrious efforts, guided by keen, shrewd perceptive faculties, and fine business qualities. He is public spirited, and makes a liberal use of his wealth for the benefit of his community, he having contributed largely of his own means toward building both churches of his town. Such men everywhere do honor to themselves, and are an ornament to society.

**BENJAMIN FELKER**, farmer, Section 17, P. O. Riley Center, was born in the town of Salt Fleet, Ontario, Canada, February 19, 1837. He lived with his parents until he was nineteen years of age attending the common school winters. In 1856, he came to East Saginaw, Mich., where he worked two years learning the ship carpenter's trade. From here he returned to Canada, where he worked at farming three years, at the end of which time he returned to Michigan, working at his trade in Detroit and Marine City, in the shipyard two years. From Marine City he came to Riley, where he bought forty acres of wild land, which he has improved and to which added by subsequent purchases, until he now owns 300 acres of farm land, partly improved. He has himself improved about 190 acres of land and is engaged in general farming, and raises horses and sheep of good quality. He has been School Inspector, Road Commissioner, and Justice of the Peace for four years, and at one time Town Clerk. He is a member of the Masonic fraternity, of the Royal Arch Chapter, and has been Senior and Junior Warden of his lodge. He was married to Miss Mariett Raymond, of the town of Riley, St. Clair County, January 24, 1864, and has five children—Elnorah A., Anaretie C., Mary A., Sarah A. and Ruth. Eva (deceased). Mr. Felker is an honored and highly respected citizen. By his own efforts he has earned a handsome fortune, which will prove a solace in his declining years.

**MRS. ANNIE E. RIGG**, Memphis, formerly Miss Annie E. Hubbard, is a native of Schenectady County, N. Y. She was brought up and attended school there, and in the fall of 1845 came to this State. There were three covered wagons, and sixteen in the company she came with. She went to her Uncle James Wells,

at Memphis. He was the first settler there and took up a large body of land. She taught school. After her sisters and brothers came they lived together. In 1869, she married James Ring, a native of England. He came to this country in 1834. He was a carpenter and builder and died in February, 1876. Mrs. Rice lives in Memphis, and owns property there and here. Her sister, Mrs. Amy Stewart, formerly Miss Amy Hubbard, is a native of Schenectady County, N. Y., and came with her brothers to this county in 1847 and settled in the village of St. Clair and lived there five years, then moved out on the farm. In 1870, she married Daniel Stewart, a native of New York State. He came here in 1848, and died April, 1875. Since then she has resided here. She owns ten acres where she lives and other property. The two sisters are the only members of the family now living here.

## BERLIN TOWNSHIP.

**B**ERLIN Township forms the southwest corner of upper St. Clair. Like the adjoining towns in Macomb and Lapeer counties, it possesses a fertile soil, and forms one of the richest agricultural towns within St. Clair. The equalized valuation of Berlin in 1882, was \$397,240. In 1845, it contained a population of 476 souls; in 1850, 538; in 1864, 963; in 1870, 1,131, and in 1880, 1,283. The township contains 22,955 acres, watered by Belle River and a number of minor streams. Among the first permanent settlers were: Elihu Granger, A. Doty, T. R. Halleck, A. Smith, Cyrus Stoddard and Joseph Sweet.

The first purchasers of the United States lands in this township were: Theodore Romeyn, L. A. Spalding, A. S. Richard, Delos Davis, F. Bruce, J. C. Vanchoonhoven, John Skinner, Cyrus Stoddard, Olive Northrop, Hosea Northrop, H. Porter, D. Alverson, Emmons Russell, A. McDuff, Sylvester Warner, Jesse Norton, Benjamin Durfee, Chloe Franklin, Joseph Durfee, Christian Lefevre, Benjamin Howard, Ephriam Chamberlain, Henry Frost, Alph Finch, Ezra Finch, Asahel Bailey, S. Livermore, Calvin Bateman, Isaac A. Arnold, Henry Stone, H. Abiel, Chauncey Rice.

### SUPERVISORS

Elihu Granger, 1842; Sylvester Warner, 1843; T. R. Hallock, 1844-45; F. Locke, 1846; H. Healey, 1847; Frederick Locke, 1848; Horton Healey, 1849-51; D. E. Frost, 1852; Mr. Hamilton, 1853-54; John Allen, 1855-56; D. E. Frost, 1857-61; John Allen, 1862; Albert Doty, 1863-67; Charles Hobden, 1868; Albert Doty, 1869-70; V. P. Granger, 1871; Albert Doty, 1872-75; A. C. Draper, 1876; Albert Doty, 1877; William O'Connor, 1878-80; Adam C. Draper, 1881; William O'Connor, 1882.

### JUSTICES OF THE PEACE.

Hosea Northrup, 1839; Sylvester Warner, 1839; Rives Hallock, 1839; S. A. McGeorge, 1839; Henry Stone, 1840; Sylvester Warner, 1841; Thomas R. Hallock, 1842; Rosellus E. Gould, 1843; Horton Healy, 1844; Elbert Doty, 1845; C. P. Stone, 1846; R. E. Gould, 1847; Horton Healy, 1848; Frederick Locke, 1849; Albert Doty, 1849; Thomas M. Gould, 1850; Frederick Locke, 1851; George W. Pond, 1853; Amos N. Freeman, 1854; Moses Lauphine, 1856; D. D. Kimball, 1857; M. J. Arnold, 1857; David McCrossan, 1858; Darwin, D. Kimball, 1859; William S. Ingraham, 1860; Daniel S. Frost, 1861; George Hall, 1861; Parker Bennett, 1862; Albert Sperry, 1862; Nathan Hurd, 1863; Oliver Dodge, 1863; Charles Hobden, 1864; John B. Frost, 1865; Elihu Granger, 1865; Nathan Hurd, 1866; F. F. Barber, 1867; Charles Hobden, 1868; C. A. Snover, 1869; J. B. Frost, 1870; Nathan Hurd, 1870; F. F. Barber, 1871; Alvin D. McGregor, 1872; Hiram Ingraham, 1873; John B. Frost, 1874; F. W. Barber, 1875; George A. Morrison, 1876; A. D. McGregor, 1877; Hiram Ingraham, 1878; C. D. Bryce, 1879; George S. Sharrard, 1880; Albert P. Wheeler, 1881; Garrison E. Smith, 1882.

The township meeting, April, 1882, resulted in the election of the Republican ticket, excepting Supervisor, Highway Commissioner and one Constable, the first two being Green-backers and the latter a Democrat, as follows:

Supervisor—William O'Connor, G. B.

Clerk—Warren P. Wilson, Republican.

Treasurer—Schuyler Jones, Republican.

Justices of the Peace—Garrison E. Smith, Republican, full term; John Tibbitts, Republican, to fill vacancy.

School Inspector—Marshall F. Smith, Republican, one year; Robert Wilson, Republican, two years.

Highway Commissioner—Amos N. Scott, G. B.

Drain Commissioner, John L. Shepard, Republican.

Constables Jesse Trover, Democrat, Daniel O. Welch, George B. Berk, Alphius Dulmage, Republicans.

The Berlin Grange, No. 463, P. of H., adopted articles of association July 14, 1875. The original members were A. D. McGeorge, William O'Connor, D. Granger, J. A. Lown, C. T. Gillam, L. D. Hulbert, Amanda Gillam, Phoebe Granger, C. Edgerton, Levi Lockwood, Angeline Granger, S. L. McGeorge and Ann R. Hugget. The association of P. of H. was incorporated in January, 1873. The Berlin Grange was chartered July 21, 1874.

*Belle River Village*, in Berlin Township, is about twenty miles west of Port Huron, fifty north of Detroit, and about four and a half miles south of Capac.

*Berville*, known as Baker's Corners, is an old settlement in Berlin Township. It is distant twenty-six miles from Port Huron, and ten miles south of Capac.

#### BIOGRAPHICAL SKETCHES.

CHARLES HEBDEN, farmer, P. O. Capac, was born in Yorkshire, England, February 24, 1822. He lived in his native country twenty-one years and emigrated to the United States in 1843, and located in Detroit, Mich., and remained there one year. He then removed to St. Clair County and located in Berlin Township, where he has since lived. He opened and improved the farm on which he lived and died and where his family now reside. He was married in Mussey Township, St. Clair County, Mich., in 1855, to Miss Malissa Burris, a native of New York, and they have five children living—Amanda, Elizabeth, Ella, Maria and George. Mr. Hebden was a Master Mason, and was a member of the Church of England. He has held the office of Town Treasurer, Supervisor, and Justice of the Peace. He was a highly respected citizen of his town and county. He died in November, 1881, in the fifty-fifth year of his age.

WILLIAM C. HUGGETT, farmer and broom manufacturer, Section 16, P. O. Capac, was born December 31, 1828, in England. At the age of seven years he came with his parents to America, when they located in Schenectady, N. Y. In 1849, he came to Troy, Oakland Co., Mich., where he engaged in the manufacture of brooms, and also in connection carried on a farm up to 1854, when he came to the town of Berlin, where he settled on 160 acres of land, which he opened up, raising grain and stock up to 1879. He made while here a specialty of graded stock and Essex hogs. Mr. Huggett's farm was the best cultivated in the county, and known as the "big fence farm." Mr. Huggett took possession of his present farm of eighty acres in 1879, which he carried on till February, 1883, when he moved to Capac, where he engaged in the broom business in connection with his farming operations. Mr. Huggett was School Director and Moderator, and Assessor of School District No. 6. Has also served as Constable several terms. In 1880, he took the United States census of Berlin; was also one of the first builders of the M. P. Church of Berlin, in aid of which he donated \$150; was Sabbath school Superintendent one year; he was also an honored and active member of the M. P. Church. January 10, 1850, he was married to Miss Annie Green, of England; have had one child, which died in infancy. Mr. Huggett has adopted, reared and educated three children, all of whom are now settled and have families of their own. Mr. Huggett has always been a staunch Republican; a Delegate to the County and State nominating conventions, and has been a Delegate to nearly all of the nominating conventions. In 1864, he joined the army, entering Company H of the Fourth Infantry of Michigan. Mr. Huggett is a gentleman of varied attainments and versatile talents, and possessed of principles of the strictest honor and scrupulous integrity, one whose every act has for its foundation the principle of rectitude and equity, as well as love for the welfare of his fellow-man. Indeed, such men—entirely self-made—give tone and dignity to any community in which they may live, and set a bright example for the rising generation.

NELSON PRATT, farmer and carpenter, P. O. Capac, was born in Franklin County, Vt., in 1826, and lived in his native State fifteen years; then moved to the State of New York and remained there four years; then removed to Canada, and remained there six years; he then came to St. Clair County, Mich., and has lived in the county thirty-two years. He has a fine farm of 180 acres of land well improved. He was married in Port Huron, to Miss Martha J. Nailor, a native of New York City, and has five children—Herbert H., Henry V., Edwin F., Emerson B. and Hattie A.

SHERMAN SHARRARD, farmer, Section 3, P. O. Capac, was born in Canada in 1846, where he was raised on a farm and received a common school education. In 1857, he came to St. Clair County, Mich. At the age of twenty-two he commenced in the threshing business, which he carried on for a period of five years. At the end of this time, he went onto a farm in the township of Berlin, Section 4, for a short time. He then bought eighty acres in Section 3, which he has improved, and has thirty acres under cultivation, raising grain and stock. Is a member of the order of Odd Fellows and K. O. M. Was married to Miss Annetta Reebe, of the State of New York, in 1871. Mr. Sharrard is a worthy gentleman, and a good and valued citizen, and highly respected by all who know him.



## MUSSEY TOWNSHIP.

THE early purchasers of United States lands in Mussey Township were Herman Humphrey, N. Dickinson, H. Inley, George Beach, Lucius Lyon, R. L. Clarke, Jere Alts, Lyman Burgess, Ellis Smith, Emmons Russell, David Mack (Dewitt C. Walker, 1856), Daniel Alverson, John Taylor, Ebenezer Youngman, Mark Faverly, Artemus Walker, Theodore Roney, 1836; Patrick Haggarty, 1854.

The first permanent settlers were Daniel Alverson, W. Burk, R. Shutt, S. I. Fancher and W. B. Preston.

The equalized value of the town is estimated at \$290,785. The population has increased from 806 in 1864 to 1,746 in 1880; its area of 22,186 acres, gives place to many first-class farms. The number of children of school age in the town in 1881 was 583.

## SUPERVISORS.

William B. Preston, 1855; O. J. Burgess, 1856; D. C. Walker, 1857; G. A. Funstan, 1858; Richard Shutt, 1859; G. A. Funstan, 1860-64; William Chapman, 1865; G. A. Funstan, 1866; W. D. Churchill, 1867; G. A. Funstan, 1868; Richard Shutt, 1869-70; G. Alder, 1871; G. W. Curtiss, 1872; Richard Shutt, 1873-77; Sidney S. Brooker, 1878; William Chapman, 1879; Richard Shutt, 1880-82.

## JUSTICES OF THE PEACE.

Daniel Alverson, 1857; Jefferson J. Wilder, 1857; Mortimer C. Pomeroy, 1858; Daniel P. Denton, 1859; Dewitt C. Walker, 1859; W. B. Preston, 1859-61; W. Y. Mead, 1860; Jefferson J. Wilder, 1862; L. F. Partridge, 1862; John H. Downey, 1863-67; Perrin C. Goodell, 1864; Reuben Banfill, 1865; Nelson Churchill, 1867; M. C. Pomeroy, 1868-72; James Love, 1868; Robert English, 1869; W. B. Preston, 1870-74; George H. Curtis, 1871-75; Reuben Banfill, 1871; John Herritt, 1873; Andrew Milspagh, 1876; Graham Alder, 1877; W. B. Preston, 1878; H. J. Downey, 1879; Alonzo Wright, 1879; John Edmunds, 1880; Andrew Milspagh, 1880; T. H. Bottomley, 1881; C. Wendt, 1882; Alonzo Wright, 1882.

The following officers were elected to fill the township offices for the year 1882-83, all Republican except Richard Shutt: Supervisor—Richard Shutt; Clerk—John Hewitt; Treasurer—Sidney S. Brooker; Justice of the Peace—(full term) Christian Wendt; (fill vacancy) Alonzo Wright; Highway Commissioner—Albert G. Tosch; Drain Commissioner—Nelson Churchill; School Inspector—two years, Duncan Patterson; one year, Robert McGurk; Constables—William Roy, Benjamin Sidell, Hezekiah Allen, Archibald J. McNaught.

## CAPAC SWAMPS.

Capac Swamps have been objects of ridicule, especially by residents of neighboring villages, for years past, but the time is coming when Capac can laugh at its revilers, as the swamps are being rapidly developed from wet, disease-breeding lands into some of the best garden lots in the whole country. One person who seems to have foresight to this effect is Mr. Foster, who has bought up over 1,500 acres of the great eastern swamp, and is now having the slashings cleared up and numerous ditches dug, in order to properly drain the land. The labor in this direction is being performed by Germans, who came to this country last spring. Capac is not by any means entirely surrounded by swamps, but has within its territory some of the best farming lands in the county.

But few persons have any idea of the commercial importance of the cranberry to the State, though the berry is acknowledged and appreciated by all as the best fruit of the season. In the year 1876, there were more than 4,600 acres of land used for the cultivation of this berry, and at present more than twice that area is under cultivation, and fully twice as much used as wild

marsh, where the berry grows to as high a state of perfection as in a cultivated marsh, although the yield cannot be as great on account of the inaccessibility. The cultivation of the berry consists simply in ditching, damming, draining and flooding the marshes at proper seasons of the year, the plants or vines being under water from November till May. To the cultivator, the berry is a paying investment, as it costs but little to raise, and yields in return about thirty per cent. net, annually, on the investment in lands, selling in market for from \$2.50 to \$4.50 per bushel. Michigan is said to be almost entirely free from the blight common in the New Jersey marshes, and from the worm to be found in the marshes of Connecticut, and the attention of Eastern capitalists, who are becoming interested in the culture of the berry, is being drawn to the marshes of this State.

#### CAPAC VILLAGE.

In 1857-58, a band of pioneers from Romeo, under the leadership of Judge Walker and George A. Funstan, settled in the wilderness, which gave place to the village of Capac. Funstan chopped the first tree, where he built the National Hotel. This man conducted the establishment until his removal to St. Clair, to take charge of the City Hotel there.

The village contains three general stores, four grocery stores, two hardware stores, two millinery stores, three hotels, drug store, jewelry store, post office and stationery store, agricultural implement depot, two furniture stores, brick yard, two meat markets, saw and flouring mills, foundry, planing mill, marble works, wagon shop, two elevators, shoe shops, harness shop, blacksmith shops, livery stable, besides four doctors, a barber, a tailor, two lawyers, a dentist, dress makers and others in the business line. In religious and educational matters, the town stands well up, having Baptist and Methodist Episcopal Churches and a Methodist Protestant (brick) just building, within the village limits, and the German Methodist and Lutheran churches one half mile north of the village, while one of the finest brick school buildings in the land graces the northwestern part of the village proper. This latter building was erected some three years ago, at a cost of nearly \$8,000—a beautiful building on the outside, and furnished on the inside to correspond with its outward appearance. The village pastors are Rev. E. J. Doyle, Rev. F. E. Pearce and Rev. H. D. Miller, of the Baptist, Methodist Episcopal and Protestant Methodist respectively. The Principal of the school is Prof. E. M. Fisher, who has been ably assisted during the past year by Miss Lottie Cooley, of Dryden, as First Assistant, and Miss Jennie Warren, of Capac, as Second Assistant. Mr. Fisher has been retained another year, at an increased salary.

In the northern portion of the village is situated the Capac Agricultural Society's grounds, where the society holds its annual meetings.

In the way of distinguished men, Capac has her quota, as here lives D. C. Walker, who has represented his county both in the Senate and the House, and for four years filled the office of Judge of Probate, besides having borne a prominent part in the early history of the State and county. The present honored Senator has his residence here. Thomas H. Bottomley, at one time a Representative from this district, and for some years presiding officer in the Grand Lodge of the I. O. G. T., has a pleasant home on Main street.

The village has lodges of F. & A. M., I. O. O. F., K. of P., I. O. G. T., and K. O. T. M., although organized last of all, is undoubtedly the strongest of all.

In manufactories the village has never made a great mark, but its future begins to look brighter. Mr. Gurley Lester has recently purchased the Cohoe planing mills, and will at once put in a force of men, who will turn out large quantities of sash, doors, blinds and moldings, and also wagons and smaller agricultural implements. Locke & Warn are turning out large quantities of work from their foundry this season, while James Bantill, the miller, has found his mill inadequate for the demands upon it, and is, therefore, now engaged in putting up an additional story, and will also put in considerable new machinery, which will be ready for fall business. Herbert Seigel has, within the past three or four years, turned out a large number of nobby spring wagons, but his too close attention to business now necessitates a change, which he will soon make by accepting a position with Mr. Lester in his new industry.

John Edmunds is the proprietor of the Capac Marble Works, and has long since acquired a reputation for first-class work. He has a pretty little shop on West Mill street, where he is

turning out his quota of work. On account of last winter being so unfavorable, very few logs were hauled into the mill yard, resulting in the big saw being laid away to rest. The brick yard is owned and controlled by D. Walker. He is now engaged in getting out the brick for the new Protestant Methodist Church.

Capac is an incorporated village, being governed by a President and six Councilmen. The village has nice streets and good sidewalks.

It was named after Manco Capac, one of the first Peruvian Emperors, the title being given by Judge Dewitt C. Walker, the founder of the village.

The first Methodist Episcopal church building was erected in 1875. This was blown down a short time afterward. A new building was commenced, and this was swept away by the tornado of June 11, 1879. The present church was built and dedicated without further injury from the storm fiend.

The Capac Agricultural Society was organized October 21, 1878, with D. C. Walker, President; H. J. Downey, Vice President; D. Patterson, Secretary, and Dewitt Walker, Treasurer. The Directors were Richard Shutt, William Chapman, John Burt, William Bealey, A. Mispagh, H. Allen, A. C. Downey, William York, Charles Hebben, S. A. Calley, Adolph Conner and N. B. Eldredge.

Its location on the G. T. & C. R. R., as well as the enterprise of its citizens, has given to the place an air of importance sadly wanting in other old settlements of the county. It boasts of churches, schools, a newspaper, a local government, well-kept stores, a few industries, and is undoubtedly destined to take a leading place among the settlements of the interior.

#### BIOGRAPHICAL.

The following personal history of the township constitutes a very essential part of the history of the county. It is the record of industry, of enterprise and of duty done.

**JAMES H. BANFILL**, mill and mill owner, was born in the State of New York in 1837. He came to Michigan with his parents at the age of seven years. At the age of twenty, went to work at one of the iron trade, and continued five years, at the end of which time he entered a woolen mill, where he worked three years. Was then in the shingle business eighteen months. In 1867, he came to Capac and built a saw and grist mill in company with Millspaugh. In 1877, he took full charge of the mill property, and has since run them on his own account. Owns a residence and twenty acres of land in the town of Capac. Was elected Councilman of the village, and was School Moderator and Director for three years. Is an Odd Fellows, Good Templar and T. O. M. K., and also a member of the Methodist Episcopal Church. Was married to Miss Mary Denton, of Michigan, in 1858. They have nine children—Viola, Reuben, James, Lizzie, Nellie, Hattie, Benjamin, Franklin and Daniel. His wife is a member of the Good Templars.

**ANDREW J. BICKFORD**, dealer in hardware and manufacturer of tin, sheet iron and copper ware, was born in the State of New York in 1836, and reared in the agricultural profession. Received a business education, and at the age of twenty six, engaged in the tin business as salesman, at which he continued until 1858. He then went on a farm, where he stayed until 1861, at which time he joined the army and served till 1863. He then began the manufacture and selling of tin ware at Richmond, Mich., where he remained till 1870, when he came to Capac and opened his present place of business. Is a member of the Methodist Episcopal Church, Good Templars, Freemasons and Knights of Pythias. He is Treasurer of the Good Templars, class leader and steward in the Methodist Episcopal Church. Was married to Miss Hannah Clark, of Canada, in 1857. Have two children, Lavinia, and Samuel A. Howard A. Allen, Jr.

**CHRISTOPHER BRAKER**, farmer, Section 28, P. O. Capac, was born in Russia August 9, 1831, where he lived with his parents until he was twelve years of age. In 1843, his parents emigrated to America, locating in the State of New York, where he remained with his parents until 1851. At this time, he came west to Michigan, stopping for awhile near Romeo, Macomb County. In 1852, he bought 160 acres of wild land in Section 28, in the Township of Mussey, St. Clair Co., Mich., on which he has since lived. Mr. Braker is a general farmer, raising a variety of grains, and stock sufficient for his own use. Is a member of the Freemasons, having advanced to the degree of Master Mason. In 1879, Mr. Braker was married to Miss Mary Hollister. No children. Mrs. Hollister was at one time a member of the order of Good Templars, and held the office of Right Hand Supporter. Mr. Braker assisted in organizing a school that originally belonged to Capac, and one of the first in the township. Mr. Braker has, by his own manly efforts, won an honorable position amongst his fellow-men; having converted his lands, once a "howling wilderness," into a veritable garden, where he can run the "down grade" of life in ease and comfort.

**HON. THOMAS H. BOTTOMLEY**. Among the representative men of St. Clair County, is the Hon. Thomas H. Bottomley. He was born in the town of Southouram, Yorkshire, England, on the 5th day of October, 1837, where his early life was spent. Mr. Bottomley was educated at the Saltrable Academy, Yorkshire, England, receiving a liberal education. He came to the United States in the year 1854, and took up his residence in the city of Buffalo, N. Y. Here he resided until 1856, when he emigrated to New Baltimore, Macomb County, where, by his great energy and business tact, he placed himself in comfortable circumstances



and gained the respect of his fellow-citizens. From here he removed to Romeo, where an extensive business was perfected in hoop skirts, etc., in 1865, and remained until the spring of 1872, from which place he removed to the village of Capac, St. Clair County, where his good qualities were soon ascertained by the people, and rewarded by his nomination and election as representative of the Third District of that county in the State Legislature, in November, 1872. He served in that body during its session of 1873-74. Mr. Bottomley has held several offices of trust in the different places where he has resided, which invariably were administered with credit to himself and fellow-citizens. At present, he is one of the largest merchants in the village where he resides, and is doing a profitable business, not only in the mercantile line, but also as the contractor of the Lynn and Maple Valley State Ditch. In the spring of 1873, he was elected to the Village Council for the term of two years. In 1875, he was elected President of the village for one year. In 1874, was elected a member of the School Board to fill a vacancy of one year, and elected to two terms of three years each to the same position. Was chairman of the Building Committee who erected the present magnificent school building, which was one of the best business affairs financially, ever known throughout the entire State. In this connection it is but proper to state that Mr. Bottomley, as chairman of such committee, in the faithful discharge of the duties imposed upon him acquitted himself in a manner most creditable to himself, as well as to the great satisfaction of his constituents. He was also chairman of the Building Committee for building the Baptist Church in 1873, and has been a Trustee of the same, and has been since its organization. Has built thirty miles of ditches and six miles of road in this county, and twenty miles of ditches and twenty-five miles of road in other counties, and has now on hand five miles of road to complete some time within the present year. Is a member of the Independent Order of Good Templars and K. P.'s. Has been at the head of the order of the Good Templars, and was Presiding Officer two years and Vice Chancellor of the K. P.'s. Has been a representative of the Right Grand Lodge to New York, Topeka, Kas., and Charleston, S. C., and is now elected to go to Chicago in 1883, at which time and place the Right Grand Lodge of the World will assemble, and has been on the Board of Council of the Good Templars for ten years; has met regularly once every three months. Was elected to the office of Justice of the Peace in 1880, for four years; and is also a member of the County Republican Committee. Was married to Miss Elizabeth Jones, of New Baltimore, in 1859. They have three children—David E., Henry T. and Ida May. Arthur, deceased. Is President and Director of the Good Templars Mutual Life Association, of the State of Michigan. He owns 4,000 acres of cedar and pine lands in the State, three farms in Macomb County, 200 acres in the county seat of Sanilac County. Owns 400 acres cranberry marsh in this county, also several stores and three residence properties in Capac.

**JOHN T. BRINK**, dealer in horses, cattle, pumps and livery keeper, was born in the State of New York July 30, 1849, and reared as an agriculturist, receiving a business education. At the age of five years, his parents came West to Michigan, and settled in St. Clair County, where he remained three years in Lynn Township. After this, he went to reside with his uncle in Wayne County, Mich., where he remained four years, after which he returned to Lynn, and going to the lumber woods two years, then in the same business at Saginaw for one year. He next engaged in the hardware business in Cleveland for one year; then again to the lumber woods for one year in Muskegan; then returning to Lynn, where he remained till the fall of 1863, at which time he entered the volunteer force, enlisting in Company K, of the regiment of mechanics and engineers, it being the First Michigan, from which he was mustered out in the fall of 1864. On being mustered out, he returned to Lynn, St. Clair County, and after remaining a short time went to Saginaw, where he worked for six years in the lumber business. In 1871, he again returned to Lynn, where he worked on a farm till 1881, at which time he came to Capac and established his present business. Has held the office of Deputy Sheriff two years and that of Constable several years. Is a member of the order of K. O. O. M. He owns a residence in the village of Capac. In 1873, Mr. Brink was married to Miss Annie Allen, of Michigan, by whom he has one child, Allen Andrew. He is a member of the Swedenborgian Church.

**WARREN D. CHURCHILL**, farmer, Sections 8 and 9, P. O. Capac, was born in Canada, in the town of Zora, in 1831, and reared in the agricultural business. In 1840, he came to the town of Berlin, in St. Clair County, Mich. For a time he worked as a day laborer, and in 1857 he settled on his present place, which contains 160 acres, 140 of which are improved, which he cultivates, raising chiefly grain and stock. His stock list comprises about 200 head of stock, including cattle, sheep and swine. During one winter he officiated as a landlord, having taken a hotel in the city of St. Clair for a short period, where he made hosts of friends. Has been School Director for sixteen years; was elected Township Treasurer three terms, and was Supervisor one term. Mr. Churchill was married to Miss Emma Palmer, of England, in 1856, by whom he has three children—Alfred B., Nettie B. and George W. Mr. Churchill is a gentleman of rare qualities, being firm and sincere in his convictions, unobtrusive in manner, as gentle and kindly disposed as a child; yet possessed of that firm determination and progressive spirit which has built up our country and its institutions; in short and in fact, a self-made man.

**HENRY H. COLLINS**, farmer, Section 12, P. O. Capac, was born in the State of New York in 1838. In 1846, his parents came to Detroit, Mich., where they remained six years, at the end of which time he left the paternal roof and went to Madison, Ind., where he was employed as teamster for one year. After this he joined Yankee Robinsons & Eldridge's show, traveling with it for one season. After this, he worked on a farm in Ohio for a period of nine months, then returning to Madison, where he remained three years, working on a farm, and in the winter running on flat boats, coasting down the Mississippi, returning in the spring. He ran as mate one season on the steamer *Argo*, from Vicksburg to Yazoo City, Miss. Here he engaged in building cotton gins for one year, after which he accepted the responsible position of overseer on a plantation until the year 1859. He then returned to Detroit, where he remained until the spring of 1860, when he again engaged as a farm hand until November 23, 1862. At this time he entered the volunteer force, joining the Ninth Michigan Cavalry, Company C, serving three years. Was promoted to Orderly, and in the spring of 1865 he was promoted to Second Lieutenant, Company A. On the 9th of August, 1865, was discharged, and

was then promoted to the First Lieutenantcy, which was honorary for meritorious services. Was shot through the right hand while on Sherman's march to the sea at Cypress Swamp, Ga., while in charge of the rear guard of K. Patrick's Cavalry. At the end of his military career he returned again to Detroit, where he entered into the grocery business, in which he continued two years. Closing out his business in Detroit, he next went to Thunder Bay, Mich., where he found employment as a hand in the lumber woods one winter. Returning to Detroit, he opened an intelligence office, continuing six months. After this, he went to the lumber woods in Mecosta County, where he remained seven years, spending the winters in the lumber business and the balance of each season at the carpenter business, except six months, which were devoted to the grocery business. After this time, he embarked in the grocery business in Big Rapids, where he continued four months, and then sold out to his partner. He then set out for the Golden State, but having gone as far as Ogden, Utah, he remained there four months in building a flouring mill, and while there had the honor of being as one of the Grand Lodge officers, dedicating a new lodge for Masonic uses. His next stop was at Salt Lake City for a short time, and while there visited the great Mormon Temple, saw their great chief, Brigham Young, and heard Orson Hyde and Orson Pratt and others preach, and then on to Acton, where he worked at the carpenter's trade in the North Star Mine for two months; then back to Ogden and on to Virginia City, Nevada, where he pursued the carpenter business eight months. From here he proceeded to San Francisco, where he remained a short time. From here we find him retracing his steps back to St. Clair County, where he settled on his present home of 120 acres, forty acres of which he has improved, and runs as a grain and stock farm. In 1879, he rented his farm for three years, for the purpose of erecting a large flouring mill in Capac, having previously made arrangements with a gentleman of means, who was to furnish the capital, but for some reason he failed to comply with his part of the contract, and consequently the mill was never completed. In 1880, he regained possession of his farm, where he has since remained. Was School Inspector, is now School Treasurer, and has been for three years. Mr. Collins is a member of the order of Freemasons and also of the Knight Templars. On the 7th day of December, 1864, he was wounded in the right hand by a Confederate officer, while in charge of the rear guard of Kilpatrick's Cavalry, by having the stock of a pistol driven through his hand. Mr. Collins has traveled extensively, and being a close observer of men and things, has accumulated a fund of practical knowledge such as few men attain. Starting out in life without any means or resources, save his own indomitable will, coupled with tact and great executive ability, he has fought his way to an honorable position among his fellow-men, and secured ample means, which will provide for all contingencies.

G. W. CURTIS, farmer, Section 15, P. O. Capac, was born in the State of New York in 1819, and was raised in the agricultural profession. At the age of ten he was thrown on his own resources. He then worked on a farm till fifteen years of age. From this time till he arrived at the age of twenty, he worked on a farm during the summer and attended school in the winter. He then went to Pennsylvania, where he farmed it during the summer and followed lumbering during the winter till 1859, at which time he came to Michigan and located on his present home of 220 acres, which he has improved and is now working as a stock farm. He has 130 acres under cultivation. Esquire Curtis donated \$350 toward building the Baptist Church and \$75 for the brick church. He also subscribed \$25 to the railroad toward building a depot; also \$30 for the Fair Grounds. He also assisted in organizing the first church in the town; also the School District No. 7, to which he donated \$200. Is a member of the Protestant Methodist Church, and also of the order of Freemasons, and was Highway Commissioner of the town of Mussey, Justice of the Peace twelve years, and was elected Supervisor two terms; also Clerk of the town of Otsego two years and Supervisor of the same four years; was chairman of the board two years. In 1841, he was married to Miss Angeline Williams, of Pennsylvania, and has four children—David F., Susan A., Robert M., Francis A., and John F., adopted. Mrs. Curtis is also a member of the Protestant Church. Mr. Curtis is, in every respect, a most estimable citizen, a Christian gentleman, and of the class that build up communities, that are an honor to themselves, their country and their God.

REV. EDWARD J. DOYLE, pastor of the Free-Will Baptist Church of Capac, was born in Nova Scotia in 1831. At the age of three years his parents removed to New Brunswick, where he remained until twenty-five years of age. He studied theology at the Theological Seminary of New Brunswick. In 1854, he came to Canada, where he remained six years on a farm and in the lumber business. In 1860, he came to Michigan and located in Lapeer County, where he entered the ministry. He also improved a farm of 160 acres, and also built a saw mill and opened a store, all of which were burned down in 1871. In 1873, he came to St. Clair County, locating in the village of Capac, taking charge of the church here and also one at Riley Center. He has organized three churches in St. Clair County and three in Lapeer County, also, two in Tuscola County; also assisted in organizing four temperance societies and is now aiding to organize one in Riley Center. He is a member of the State Home Mission Society and has been for twelve years, and is agent of the State Board of Correction and Charities for St. Clair County, appointed by Gov. Jerome in 1881. He was married to Miss Mary J. McMan, of New Brunswick, in 1851. They have seven living children—Charlotte, Alice, Eliza, Lucinda, Alexander F., Charles L. and Nettie. He lost his wife in 1870. He was married to Miss Henrietta McNaught, of Michigan, in 1872. They have one child, named Eva.

ELBERT M. FISHER, Principal of the high school, was born in the State of New York in 1851, and was reared in the agricultural profession. He came with his parents to Michigan in 1865, where he worked on a farm till 1869, then went into the mill business, where he worked till he was nineteen years of age, at which time he lost his hand by an accident, in the month of May. In the following July he started a school in the town of Tuscola, which he continued till the last of January, at which time he began teaching in the district, when he taught there a four months' session, after which he taught one term in Millington; from here he went to Freeland, Saginaw County, where he remained teaching in the graded schools. From here he went to Bridgeport, Saginaw County, where he taught school two years. In the mean time he had taken one term at Ypsilanti, Mich., and two terms at Valparaiso, Ind. In 1880, he was elected President of the



Saginaw County Teachers' Association for one year. He then came to Capac and took the position of Principal of the high school. In 1882, he was elected President of the Teachers' Association of St. Clair County. He is a member of the Freemasons, the Good Templars, the Knights of Honor, the Methodist Episcopal Church, of which he is also steward. He was married to Miss Mary Ellis, of Bridgeport, Saginaw County, December 21, 1881. Mrs. Fisher is Vice President of the Ladies' Aid Society of Capac, also is a member of the order of Good Templars, and is Vice Templar.

HENRY GRANT, carpenter, Section 14, P. O. Capac, was born in Germany in 1852, and in 1856 he came to Canada with his parents, where he remained until 1859, at which time he came to the United States, locating in Capac, St. Clair Co., Mich. Mr. Grant was reared on a farm and received a business education. At the age of twenty-two years he commenced carpenter work on his own account, which he follows during the summer season and the balance of the year works at lumbering. He owns an eighty acre farm, which he has helped to open up. He is a member of the Independent Order of Odd Fellows, and a gentleman of influence and sterling integrity.

JOHN HEWITT, cabinet-maker and furniture manufacturer, was born in St. Clair County, Mich., in 1842, and was reared in the agricultural profession, and received a collegiate education. He joined the army at eighteen, and remained in it three years and two months, at the end of which time he returned to Michigan and worked at the carpenter and joiner business up to 1878, when he engaged in the furniture business. He was a Justice of the Peace in Capac one year, and is now Town Clerk, which position he has held for four years. He is a member of the K. O. T. M. s. He was married to Miss Marion B. Weir, of Scotland, in 1864. They have four children—Thomas, Angie, Nellie and Pearl.

FRANCIS M. HOUGH, farmer, on county line between St. Clair and Lapeer Counties, P. O. Capac, St. Clair County, was born in Ohio, in 1851, and was reared in the agricultural profession and received a business education. He was taken to New York State by his parents in infancy and came to Michigan at the age of eighteen and was engaged in farming and other business seven years. He then came to Capac and worked on a farm eighteen months, and was then engaged at other work about seven months. In 1876, he opened and improved a farm of forty acres, which he has since run as a grain and stock farm. Mr. Hough also loans money on short time. He was married to Miss Emma Crippin, of Michigan, in 1875. They have one child, Gladys Winn, born July 15, 1882. Mr. Francis M. Hough is the only child of his mother, Mrs. S. A. Hough, who was born in the State of Ohio in 1835. Mrs. Hough was taken to the State of New York by her parents in infancy, where she lived until 1818, at the end of which time she returned to Ohio and remained until 1853, then came to Grand Rapids, Mich., where she remained one year. She then returned to the State of New York in 1854 and remained until 1869; she then went to La Porte, Ind., where she remained a short time and came to Capac, St. Clair Co., Mich., in 1870, and opened her present business. Mrs. Hough built her residence and business house, and has been very successful in her business. She was married to Mr. John Hough, of New Jersey, in 1849, by whom she has one child, Francis M. She lost her husband in 1852, in the State of Ohio, after a short illness.

PETER KELLEY, farmer, Section 32, P. O. Capac, was born in Ireland, in 1824. While yet a child he came with his parents to Canada, where he lived fourteen years, after which time he came to Michigan, stopping in the city of St. Clair. Here for five years he followed sailing, and working at the cooper's trade. In 1854, he settled on his present farm of 160 acres, 110 of which he has himself improved, raising grain and stock, as his principal business. Mr. Kelley was Highway Commissioner for five years, School Director and School Moderator for several years. Mr. Kelley is an honored member of the ancient order of Freemasons. Was married to Miss Elizabeth Hill, of Canada, by whom he has four children—Royal, William J., Eugene and Emergine. In 1864, he joined the army, doing service in the engineers' and mechanics' regiments, Company K, and mustered out in 1865. Mr. Kelley, like so many of his co-laborers who came to this part of the State, when it was in its primeval state, has done his share toward building up the proud State of Michigan, and his children, as well as his children's children, will revert with pardonable pride to the part their noble sire took in surely laying its foundation of greatness.

D. C. LEWIS, dealer in cattle, hogs and sheep, was born in the State of New York, in 1832. Was reared in the village; received a business education. At the age of twenty-eight, came to St. Clair County, Mich., and opened a meat market in Memphis, where he continued three years. In 1866, he removed to Capac, where he opened a general store, which he continued until 1872. The next five years he clerked it, after which he established his present business. Was elected Township Treasurer several times, and assisted in organizing the graded school in the village of Capac. Handles from 1,000 to 2,000 head of cattle per annum, and about 1,000 head of sheep, and from 200 to 500 head of hogs. Was married to Miss Martha Bates, of Michigan, in 1860. Have two children—Halma and Julia M.

GURLEY LESTER, dealer in dry goods, groceries, farm implements, lumber, building material, doors, sash and blinds and real estate, was born in St. Clair County in 1841, and reared in the agricultural profession. At the age of nineteen he began life by opening a general store. In 1861, went East on a visit, where he remained four months, after which he returned to Michigan and opened a store in the town of Berlin, where he continued until 1869, at which time he came to Capac and opened a general store. In 1876, he added a department of hardware to his store, and in 1878, also engaged in the real estate business, buying at that time 1,040 acres of swamp east of Capac, since which time he has added by purchase 560 acres more. In 1882, he added to his already extensive business, that of sash, doors and blinds. In Sanilac and St. Clair Counties, owns about 2,000 acres of land; also owns ten residences and four business properties in the town of Capac. He is a member in good standing of the order of Odd Fellows. Was married to Miss Mary J. Seigel, of Germany, in 1874. They have two children—William and Lawrence. Mrs. Lester was a teacher at Mount Clemens and taught school the last three years. Mr. Lester is a splendid specimen of the genuine western man, whose large possessions speak volumes, and will serve as a beacon light to the rising generation, and show them what shrewd business tact, with indomitable will and perseverance, has accomplished for him and may do for them.



**JAMES LOVE**, farmer, Section 14, P. O. Capac, was born in Scotland March 3, 1829. At a tender age he came with his parents to Canada, where he remained nine months, after which he came with his father's family to Michigan, where he was reared in the agricultural profession and received a liberal education. In 1859 he set out on life for himself, hiring out at \$10.50 per month for one year. In the fall and winter of 1862, he attended school six months. For six years he spent his winter seasons attending school and working on a farm in the summer; during 1856-57 was at home out of health, when he remained on the farm till 1867. At this time he sold out his farm and removed to the town of Mussey, St. Clair Co., Mich., where he bought a farm of eighty acres, where he now resides. His home farm he has finely improved, has a fine orchard and other fruit. He owns four shares in the cheese factory, of which he is also Treasurer and Director, the products of which amount to about seven tons annually. Is a member of the Congregational Church, Freemasons; was School Director two years, and a Justice of the Peace two years. Mr. Love was married to Miss Alice Parker in Canada January 1, 1872, and has three children: Robert Norman and Matt, both. Mr. Love started in life without a penny, commencing as a hand at \$10.50 per month, and has gradually come up from nothing to affluence and an enviable position in society; is an ardent temperance advocate, and a wisher of good to mankind generally. Mr. Robert Love, the father of James, was born in Scotland. While his eldest son James was of a tender age, he immigrated to America, landing at Quebec, where he remained nine months, after which he removed to St. Clair City, and then to Bell River, in the town of China, where he remained eight years. After several changes, in 1850, he bought an eighty acre farm, which he operated till 1867, when he emigrated to Missouri, Macon County, where he remained fourteen years on a farm, when he returned to St. Clair County, Mich., where he now makes his home with his son James. In 1830, while residing in St. Clair City, Mr. Love met with great loss by fire, losing all his personal effects, and barely escaping with his life and that of his wife. He was married to Miss Jean Berbour, of Scotland, in 1828, on the 1st day of June. Has been the father of seven children—James, Annie B., John B., Janet, Elizabeth, Mary M. and Hugh. Mr. L. is a member of the Congregational Church. Lost his wife, August 27, 1854, and was then married to Mrs. Jeanette Frazer in 1867. He was one of the organizers of the Congregational Church in Armada, and was a member of a vigilant committee in Missouri. Mr. Robert Love is a man of eighty-two years of age, well preserved and still manifesting a remarkable degree of vitality.

**JAMES R. MCGURK, M. D.**, was born in Belfast, Ireland, in 1843; came with his parents to Canada in 1848, and located in Hamilton, where he remained until 1857. In 1858, he removed to Sarnia, where he was educated at the Sarnia Grammar School; received his medical education in Canada, Detroit and Ann Arbor, Mich., graduating in Detroit in June, 1870. Came to Capac, August 12, 1870, where he established himself in his profession. In 1879, was elected to the Legislature to represent the Third District of St. Clair County for one term. In 1881 was elected as a State Senator to represent the Twenty-First Senatorial District; was Superintendent of Schools of Mussey Township six years, and President of the village one year; was councilman eight years; is a Knight Templar and belongs to the Odd Fellows, and also the Knights of Pythias, and is President of the St. Clair, Sanilac and Lapeer Counties Medical Society; is a trustee of the Methodist Protestant Church. In 1879 he associated with himself his brother Robert in the practice of medicine, and owns an elegant residence and other property. He was married to Carrie, the youngest daughter of the Hon. D. C. Walker, in 1873. They have one adopted daughter.

**ROBERT MCGURK, M. D.**, was born in Ontario, Canada, in 1854. He was reared on a farm; received a business education, and at the age of twenty-two taught school one year, after which he commenced the study of medicine with his brother in Capac, Mich. He attended the Medical Department of the State University of Ann Arbor one year. After this he read medicine for one year and returned again to Ann Arbor, graduating in March, 1878. Immediately after receiving his degrees, he entered into copartnership with his brother in Capac for one year. At the expiration of the copartnership he removed to Emmet Station for a time, but at the expiration of eight months he returned to Capac to assist his brother, whose health was failing, where he still remains; is a member of the order of K. O. T. M. O. W.; is a School Inspector and is also Director of his district.

**EDWARD MATTESON**, farmer, Section 23, P. O. Capac, was born in the State of New York in 1844. He was brought by his parents to Michigan, village of Almont, county of Lapeer, in infancy, where he was raised. He began farming at the age of twenty for himself, in St. Clair County, on shares, where he continued one year; he then removed to another farm where he remained one year, at the end of which time he bought a forty acre farm in the town of Almont, where he remained three years. In 1869, he bought his present home of eighty acres, which he improved; and has since been engaged in raising grain and stock. Mr. Matteson is a member of the order of K. O. T. M. He was married to Miss Mary Dodge, of Michigan, in 1864, by whom he had two children—Hughie S. and Bertie H. He lost his wife in 1871, and was married to Miss Rhoda M. Conant, of St. Clair County, Mich., in 1872, by whom he has two sons—Edward C. and William Franklin.

**H. D. MILLER**, Pastor of the Methodist Protestant Church; P. O. Capac. The Rev. H. D. Miller was born in Lapeer County, Mich., in 1841; reared a farmer. At the age of thirteen, he engaged as a farm hand, where he continued till 1860. On the breaking-out of the rebellion in 1861, he entered the army, joining the First Michigan Cavalry; May 1, 1862, he was taken prisoner, and was compelled to undergo the horrors of Libby prison and Belle Island, for fifteen months. In 1864, he was exchanged, and re-entered the army in 1864. At the battle of Wolf Run Shoals, he was wounded, and discharged in April, 1864, and returned to Lapeer County, where he tarried for a short time, thence going to Saginaw City, where he entered the mercantile business, continuing at it till 1876. From here he returned to the farm, at which business he remained till 1880. In 1879, he joined the Conference and entered the ministry in Lapeer City, Lapeer County. In the meantime, he took the natural theological course, and conquered Watson's Institutes, Kidder's Homiletics, Newton on the Prophecies, Binney's theological works, Wayland on Moral Sciences, Upham's Mental Science, Hart's Rhetoric, True's Logic, Ridpath's History of the United States, and Ecclesiastical History. His first

charge was the Fairgrove circuit, Tuscola County, where he remained two years, and built a nice church and horse-barn; thence in 1881 to Berlin and Capac, assuming charge of the churches in those places. In Capac he built a nice church and completed the parsonage. During two years of his labors in the vineyard here, he has added to the church, by conversion, over 105 members, preached seventy-three funeral sermons in three and a half years, and since his ordination, has married eighteen couples and performed thirty-five baptisms. In 1863, he was married to Miss Mary L. Barnard, of Michigan, and has two children living—Ada Adell and William Henry; Lazella, deceased. Is a member of the Odd Fellows, Knights of Pythias and Sons of Temperance. The Rev. Mr. Miller is in every respect a remarkable man, having commenced life penniless, and by his own manly and heroic efforts has made himself a place among men; has done a noble service in fighting the battles of his country in its struggles to maintain the right, and is now doing valiant work in the great army of the Lord, whose duty is to save souls; to snatch brands, as it were, from the burning, and to purify the pools of vice and sin. In this great and noble work, he has so far been most eminently successful; and his future gives great promise of incalculable good. Such deeds, if ever, result from the labors of self-made men like the Rev. Mr. Miller.

JOHN C. MILLER, farmer, Section 13, P. O. Capac, was born in Germany in 1852; came to Canada, with his parents, in 1857, where they remained one year, when they removed to St. Clair County, Mich. Mr. Miller was raised in the agricultural profession, and received a liberal education. At the age of twenty-one, he began life for himself; bought and improved a farm of forty acres, which he ran as a grain and stock farm. Mr. Miller was married to Miss Sophia Shroder, of Germany, in 1872; has two children—Willie and Louisa.

DR. D. PATTERSON was born in West Williams, Canada, in 1852, and was reared in the agricultural profession, attended college at Komoka, graduating in December, 1872, he then attended Strothroy High School, in Ontario, nine months, in 1875. In the interval of 1873 and 1874, he taught school in the district and city schools of Canada; in the meantime, was reading medicine. In 1875, commenced a regular course of medical studies in the State University, graduating in the year 1877; during the vacations of the university, he attended the London Hospital. In June, 1877, he came to Capac, where he commenced the practice of his profession, in which he is still engaged. Was elected School Inspector of the town of Mussey, in 1882, for the term of two years; in 1881, was elected Superintendent of Schools; is physician and surgeon for the Chicago & Grand Trunk Railroad for the village of Capac; is a member of the order of Odd Fellows and the K. O. T. M.'s. Owns a farm of eighty acres one mile west of the village, and residence and other property in Capac.

JAMES A. ROONEY, of the firm of Rooney & Huggett, manufacturers of brooms and brushes, was born in Wisconsin in 1845; was reared in the lumber business. Mr. Rooney received a collegiate education, graduating in 1872. He engaged in the hardware and agricultural implement business in 1873, in Appleton, Wis., in which he continued until 1875; he was then on the road for Smith & Chandler, of Milwaukee, in the wholesale grocery business, three years and seven months; was then Superintendent of the Breen Iron Mines, of Waucedah, from the spring of 1878 to 1880, and at the end of that time he came to Capac and engaged in his present business, which was at first the manufacture of Giant Scrubbing Brushes, and has since added a broom department, and is successfully prosecuting both branches of the business. He is a member of the K. O. T. M.'s. Was married to Miss Jennie Edgar May 7, 1879; had one child, Maud, now deceased. He owns a farm of eighty acres in Menominee County, Mich., in the township of Breen. The capacity of his factory is about 2,400 each of brooms and Giant Scrubbing Brushes.

RICHARD SHUTT, County Treasurer, Section 14, P. O. Capac, is a native of England, and was born March 27, 1828. Upon reaching manhood, he came to the United States, in 1848, and came to this county the same year, and began working on a farm, and afterward bought land in the town of Mussey, made a farm and engaged in farming, and since then, for over thirty years, has resided there, except one year he spent in England. He owns a good farm of 180 acres, and also owns other property. In 1859, he was elected Supervisor, and has been elected and represented his town in the Board of Supervisors thirteen years, and has held the office of Town Treasurer and other minor offices. In the fall of 1882, he was elected County Treasurer, and now holds that office. In 1854, he married Miss Ann D. Love, a native of this county, and daughter of Robert Love, who came here in 1829, and was one of the early settlers. They have seven children—Jane L., Robert D., Ella E., Annie M., Mary A., Eva J. and Walmsley.

HENRY C. SMITH, dealer in groceries, crockery, flour, feed and provisions, was born in St. Clair County, Mich., in the town of Berlin, in 1853; was reared on a farm and received a business education and, at the age of sixteen, began farming for himself, which he followed for two years; after which he was in the mill business for two seasons; he then contracted to carry the United States mail. Was Sunday school teacher in Sanilac County, and is a member of the Good Templars, and also of the Ancient Order of United Workmen.

NICHOLAS SMITH, farmer, P. O. Capac, was born in the State of New York in 1823; he was raised in the agricultural profession. He came to Michigan, with his parents, at the age of thirteen, and settled on a farm of 160 acres in Oakland County. At the age of twenty-one, he began working by the month, at which he continued three years; he then began farming in the town of Almont; he was next in the town of Berlin two years; then in the town of Mussey one winter; he was next in the town of Dryden, Lapeer County, twelve years; he then removed to the township of Oregon, where he remained nineteen years, raising grain and stock; then went to Armada Township, Macomb County, where he continued five years, at the end of which time he came to his present home of seventy acres. He has about thirty-five acres opened and in a fine state of cultivation. Mr. Smith is a member of the Free-Will Baptist Church. He was married to Miss Eliza Thurston, of the State of New York, in 1862, by whom he had one child, Horton, born in 1864. Mr. Smith raised an adopted child from the age of four months; he also raised a boy from the age of six to twenty-one years. Mrs. Smith is also a member of the Free-Will Baptist Church.

**SAMUEL I. SMITH**, of the firm of W. Alder & Smith, dealer in groceries, fruit and provisions, was born in St. Clair County, town of Berlin, in 1849. Was reared in the agricultural profession, received a business education. At the age of twenty-one he engaged in the business of farming, at which he continued until 1882; at this time embarked in the grocery business, and at the end of eight months admitted his brother as a partner, and continued four months. In March, 1883, he formed a copartnership with Mr. William Alder, with whom he is still associated. Was married to Miss Mary A. Alder, of Canada, and have five children—Melvin, Wilbur, Mary, Harry and Earl.

**MARTIN STOFFER**, farmer, Section 23, P. O. Capac, was born in Switzerland in 1829. Emigrated to the United States, and was in New Jersey a short time; was next in Buffalo for a few weeks, from which place he went to Hamilton, where he remained five years as day laborer. In 1860, Mr. Stoffer came to St. Clair County, Mich., and settled on his present home of 340 acres, which he improved and which is now one of the best improved farms in St. Clair County. He has about 170 acres under cultivation, which is run as a grain and stock farm. Mr. Stoffer owns three farms, and is a gentleman of fine attainments and business qualities, and a man of great integrity and moral worth in his community. Mr. Stoffer was Drain Commissioner four years; was School Moderator six years. Was married to Miss Caroline Canis, of Prussia, in 1857. Have six children—Henry, Matain, Carolina, Mary, Annie and John.

**ALBERT G. TOSCH**, farmer, Section 9, P. O. Capac, was born in Hamilton, Canada, November 12, 1855, where he lived until four years of age, at which time he came with his parents to St. Clair County, where his father settled in the town of Mussey in the spring of 1860. Here he lived with his parents until 1879, at which time he settled on Section 9, in the township of Mussey, where he lived and worked an eighty acre farm, together with his mother, until 1882, at which time he was married, and has farmed alone since. He also owns forty acres in Section 16, in the town of Mussey. Mr. Tosch's business is chiefly grain and stock. He has opened up about thirty-five acres of land. He also owns a house and lot in Capac. He was Highway Commissioner for one year and also School Moderator. He was married to Miss Ida Proctor in February, 1882. Mr. Tosch inherited some property, but has made the most that he owns himself. The subject of this sketch was the third child of the late William Tosch, who was born in Prussia in 1816, where he lived until about 1854, when he emigrated to Canada, living in Hamilton until 1860, in which year he came to the United States and settled in the town of Mussey, St. Clair Co., Mich., in Section 23, where he lived one year, after which he moved to Section 10, in the town of Mussey, where he resided until his death. Mr. William Tosch was Burgomaster in his native country, and also a Justice of the Peace in the town of Mussey; also, Highway Commissioner and Constable. He was a member of the Evangelical Association, and, also, at one time a member of the church in Mussey Township, Sunday school Superintendent, class-leader and local preacher.

**BARTON J. WADE**, farmer, Section 28, P. O. Capac. Barton J. Wade was born in Rhode Island in 1804. He spent his early life in farming, and received a liberal education. At the age of sixteen he came farming on his own account in Rhode Island, where he continued till 1868, at the end of which time he came to Michigan and settled on his present home of 200 acres, which he has improved and runs as a dairy farm, selling about one ton of cheese and 1,000 pounds of butter; he also owns two shares in a cheese factory. Was Drain Commissioner and School Inspector, and a member of the Knights of Pythias. Was married to Miss Henrietta Yeom, of Rhode Island, and has one child—Russell N. Lost his wife and was married a second time to Miss Cardinell, of Canada, in 1876, by whom he has two children—Ceylon and Jennie. Mr. Wade is another instance of what men may and can do when indomitable energy and persistent application are directed to a high order of intellect.

**MARTIN WAGONSHED**, farmer, Section 12, P. O. Capac, was born in Prussia, November 1, 1812, where he lived until thirty-four years of age. His life in his native country was spent mostly in service, and principally as coachman to some rich gentleman. On reaching his thirty-fifth year, he came to America, landing in New York in 1865, from whence he came at once to the town of Mussey, in the county of St. Clair, where he purchased eighty acres of wild land in Section 12, where he still resides. Mr. Wagonshed has with his own hands cleared up forty acres of his farm, which he cultivates, raising small grain and some stock. Was School Director two terms, and Pathmaster six or seven years. Is a member of the Protestant Methodist Church. In 1845, was married to Miss Vernia Viezier, of Prussia, by whom he had five children—William, Rachel, Minnie, Charles and Frank. By his second wife, Mary Hood, with whom he is now living, he has three children—Henry, Mary and Lizzie; Freddie, deceased. Mrs. Wagonshed is a member of the same church that her husband belongs to, and an exemplary Christian lady. Mr. Wagonshed is another example of what sturdy and persistent effort will do for those who are disposed to try and aid themselves. He spent more than one-half of his life in his native country, where lands are immensely high and the laws so constructed that instead of helping the poor man, they militate against his every effort; in this country, in a few years, he has acquired a competency, and become an honored and respected citizen.

**JUDGE DEWITT C. WALKER**, attorney at law, was born in Vermont in the year 1812. He graduated at Middlebury College. He studied law at Yale Law School, under Dewitt Dagget and Judge Dagget, and graduated in 1836. He then came to Romeo, Macomb Co., Mich., where he settled and began the practice of law, and continued twenty years; and in the meantime was Prosecuting Attorney two years. He was then elected a Representative one year; and was elected for two years to represent Macomb, St. Clair, Sanilac, Huron, Saginaw, Mackinaw and all of the Upper Peninsula in the Senate of the State; then in 1844 was re-elected to the House of Representatives. He spent the State University of Michigan in 1845, and was elected to the House again in 1846; was a member of the Constitutional Convention, in 1850, that framed the present Constitution of the State of Michigan; was elected Judge of the Probate Court in 1862 for four years. He laid out and platted the town of Capac in 1857, having settled here in 1856. He donated the grounds for three churches in Capac, and was President of the first Council of the village of Capac, and is also President at the present writing, and has been for a greater portion of the time since the organization of the village. Judge Walker was, in 1846, mainly instrumental in securing the passage of a bill at the time of the sale by the State



of its public railroad property, whereby the State is now annually benefited by the handsome sum of half a million of dollars, which will be augmental from year to year as the resources of the State become developed. He was also Chairman of the Educational Committee of five in 1850, who introduced the bill by which the present admirable system of free schools was secured to the State. Judge Walker being one of the representative men of the times, and possessed of those rare perceptive faculties, coupled with able executive abilities, has secured to himself in an honorable manner large possessions. Was at one time quite extensively engaged in milling and manufacturing in this county. In 1856, he built a saw and grist mill, which in 1866, were completely destroyed by fire, without any insurance. In 1837, he was married to Miss Adeline Ketchum, of Vermont, by whom he had seven children, five of whom are now living—Adelaide, Bernard, Dewitt, Lewis, Carrie and Byron; Frank and James, deceased. He lost his wife in 1872.

DEWITT WALKER, of the firm of Walker & Co., merchants, was born in Romeo, Mich., in 1843, and was reared in the milling business. Received a high school education. Was the first man to join the army from Mussey Township in 1861, and served two years, at the end of which time he returned to Michigan, and was engaged in the lumber business a short time; was then in the hotel business in Capac one year. For a short time in Detroit he ran a meat market, and then traveled on the road for one year. Returned to Capac and again ran a hotel for one year; then handled lumber a short time, after which he returned to the road again for two years, in the hardware line. Was then in the butcher business in Capac for a short time, and opened his present business in 1872, and continued until 1882, at which time he entered into his present partnership. He owns a brick yard, business and residence properties in Capac; also lots in Port Huron, and was City Treasurer two terms, also Town Treasurer two terms. He is a member of the order of Odd Fellows and the Knights of Maccabee, and is Sir Knight Commander of the latter. Was married to Miss McIleson Caswell, of Canada, in 1862. Mr. Walker was at one time quite a famous hunter, sort of a Daniel Boone, having killed one coon and two bears in one day. He is also a terrible fellow among glass balls, having never lost but one match.

ERI WATSON, farmer, Section 32, P. O. Capac, was born in the State of New York February 26, 1833, where he lived till twenty-one years of age, spending the most of his time on the farm. On arriving at his majority, Mr. Watson came to Michigan, and stopped in Almont, where he carried on farming for about thirteen years. In 1867, he removed to the town of Mussey, where he bought eighty acres of wild land, excepting four acres, which were improved. He has now about forty-six acres under cultivation, raising a variety of products and some stock. He was married to Miss Phoebe Wilcox, in May, 1854, and has three children—William, Harvey D. and Milo C. Mr. Watson has just been elected Roadmaster for the ensuing year. He is a widower, having lost his wife sometime since. He is a gentleman of ennobling instincts, and such as materially aid in building up communities that offer desirable attractions in which to live.

ALFRED J. WEST, dealer in real estate, State contractor and mill and lumber dealer, was born in New York State in 1842, and came to St. Clair County in 1855. Was in the hotel business and on the farm two years with his father, after which he sailed for three years. He enlisted in the volunteer force in 1861, and served until the close of the war. He then returned to Michigan, near St. Clair, and was engaged in contracting and farming until 1870. At this time, he settled at Capac, and was engaged for one year in filling a contract for the Quebec Company for timber, and also ran a livery stable. For two years he was out of business, at the end of which time he took a State contract for building roads, in payment for which he received 7,000 acres of State lands, upon which he built a steam saw mill and carried on the lumber business until 1881, when he sold his mill and lands. Has built about forty miles of road, sixty miles of ditches, and now has forty miles of road and ditches on hand. Is also in the milling and lumber business on Thunder Bay River, this State. Is a stockholder and President of the Michigan Canning & Preserving Company; is also President of the Atlanta Town & Manufacturing Company, is a stockholder and Director in the James River Navigation Company, of Dakota. Runs a grain and stock farm, and has fine blooded sheep. Owns 30,000 acres of land in Michigan; owns a farm; seven houses in Capac, and other town and village property in the State. Owns 320 acres of land in Dakota, one farm in Virginia, one in Alabama, and employs 125 men, and will run nine camps during 1883. Was Deputy Sheriff six years, President of Capac one year. Has been a member of every Republican State Convention, and has also attended every Presidential convention since the war. Was married to Miss Elizabeth Conant, of Canada, in 1866. They have five children—Sabrina M., Alfred J., Edward F., Mabel G. and Elbert P. In accumulating this vast property, Mr. West has displayed the rarest business qualities, and it is a fitting tribute to his sagacity, tact, energy and skill in the management of large business affairs.

JOHN C. WHEELER, farmer, Section 23, P. O. Capac, was born in Monroe County, State of New York, in 1825. He was reared in the agricultural profession. In 1847, he enlisted in the army and went to Mexico, where he served one year and twelve days, after which he returned to Michigan, and settled in Genesee County, where he remained three years, at the end of which time he came to the town of Mussey, from there to the town of Lynn, where he carried on farming three years. At the end of this time he removed to Mussey, where he improved a farm of forty acres, removing to his present home in 1870, which he also improved. He runs his farm, growing grain and stock principally. Mr. Wheeler served one year in the war of the rebellion, receiving his discharge in 1865. During the period that he was making his farms, for eighteen seasons he spent his winters in the lumber woods, thus enabling him to earn ready money. He also assisted in clearing a fifty-acre farm on Mill Creek, in the town of Lynn. Was Highway Commissioner eight years in the town of Mussey; Constable two years; has been a member of the order of Freemasons twenty-one years. In 1852, he was married to Miss Orpha Shurtell, of the State of New York. They have seven children—Willis W., Ida L., Charles C., Lewis L., Alice A., Lizzie L., Delbert D. He assisted in organizing a school in Mussey Township, and was also School Director for a number of years. Mr. Wheeler is held in the highest esteem by his friends and neighbors, being regarded by all who know him as a very exemplary man, a model well worthy of imitation by the rising generation, and in many respects, by those of the pres-

and. It is in writing the biographies of the lives of such men and spreading them before the people that produces some of the noblest of impulses, and stimulates others to overcome difficulties and make for themselves an honored place among their fellow-men.

**WILLIAM WILLS**, Farmer, Section 25, P. O. Capac, was born in Hamilton, Canada, in 1857, and was reared as an agriculturist, and received a classical education; in 1860, he emigrated with his parents to the town of Mussey, St. Clair Co., Mich., and settled on Section 25, where he has since resided. At the age of twenty-five years, he commenced farming on his own account, growing grain and stock, such as short horn and Durham cattle, Poland-China hogs, and general-purpose horses. He is a member of the K. O. T. M.; was Commissioner of Highways in 1880, and in 1883 he was re-elected; is an auctioneer; speaks both English and German. Was married to Miss Phoebe Seidel of Mussey, September 22, 1882. Mr. Wills is a young man of great popularity and influence in his township, and bids fair to hold a high and an honorable position in the future.

**CHESTER WILLIAMS**, carpenter and joiner, was born in Pennsylvania in 1835, and was reared in the agricultural profession. At the age of twenty-five years, he was married to Thankful M. Batterson, in the fall of 1860. In 1861, he joined the army, entering the Seventh Pennsylvania Cavalry, where he served until 1862. Then returned to Pennsylvania and engaged in the carpenter and joiner business. On September 21, 1865, to them was born an only daughter—Glenna M. In 1869, Mr. C. Williams became the patentee of a valuable patent; he then engaged in the patent business for several years; during this time he, with his family, moved to Ithaca, Tompkins Co., N. Y., and worked at boat-building, and then returned to Pennsylvania. He then spent about one year in traveling through the United States and Canada, selling his patent. He then moved to Rochester, Monroe Co., N. Y., and engaged in the patent business. From there he returned to Pennsylvania, and engaged as carpenter and builder; and in 1878 he moved to Capac, St. Clair Co., Mich., and engaged in the carpenter business until 1881; then he went to Colorado, and spent nearly one year in the mountains prospecting, and as foreman carpenter on the Denver & Rio Grande Railroad at Salida, Chaffee Co., Colo.; from there, he returned to his family at Capac, St. Clair Co., Mich., and has taken up the agricultural profession again.

## LYNN TOWNSHIP.

**THIS** town was organized in 1850, with A. A. Dwight, Supervisor. The lands of this township were purchased since 1836. Among the first purchasers were Nathan Dickenson, David Mack, Elon Farnsworth, C. C. Trowbridge, Sylvester Sibley, H. Timbey, George Beach, Lyman Burgess, Cullen Brown, S. P. Murphy (1851), John Lloyd, Daniel Alverson, James Leslie, Benjamin F. H. Witherell, Kezia Hill.

The settlement of this district may be said to have begun in 1850. In that year the population was only 55; in 1854, it reached 167, in 1864, 457, and in 1880, 788. The area of the town is 21,008 acres; the equalized value is \$161,470; the number of children of school age, 342.

Among the pioneer settlers of this township were Joel Bouney, Henry Morgan, A. Seyoy, L. B. Sprague and John Houghton.

The post office village of Lynn is the only center of population in the district.

### SUPERVISORS.

Alfred A. Dwight, 1850; Daniel Alverson, 1851-53; William Ahlson, 1854-59; W. B. Munson, 1860-63; John Houghton, 1864-70; George Bullock, 1871-72; R. Leach, 1873; George Bullock, 1874; John Houghton, 1875-77; Robert Leach, 1878-80; Eugene E. Murphy, 1881-82.

### JUSTICES OF THE PEACE.

Alfred A. Dwight, 1850; Henry Brown, 1850; Daniel Alverson, 1850; Samuel J. Fincher, 1850; William B. Preston, 1853; Samuel Fincher, 1854; Henry Morgan, 1857-72; W. G. Walker, 1878; William Houghton, 1878; Norman H. Sharp, 1860-68; Simon P. Murphy, 1861; C. D. Bryce, 1862; John D. Wait, 1863-70; M. T. Roberson, 1863; Robert Leach, 1867; William Rogers, 1870-73; Hiram Mills, 1873; William Bullock, 1874; Robert Leach, 1875-79; John D. Wait, 1875; Henry Morgan, 1876; John L. Clark, 1876; John Drennon, 1877; John Allen, 1878; Simon P. Murphy, 1879-80; George Leach, 1881; George Mussey, 1882; Munson Hosner, 1882.

The election of April, 1882, passed off with considerable interest, and some excitement. There were no party tickets, and party spirit seemed to have no influence on the result. There



were two tickets, Union and Citizens. The Union ticket was elected, with the exception of Drain Commissioner. The following are the names, with their politics as far as known, and their majorities: Supervisor Eugene E. Murphy, G. B., 29. Clerk—Elston Huffman, G. B., 28. Treasurer, John Stevens, Republican, 27. Justice of the Peace—(Full term) George Murray, Republican, 12. Justice of the Peace—(Fill vacancy) Munson Hosner, G. B., 15. Highway Commissioner—William Weaver, Republican, 26. Drain Commissioner—John Shearsmith, Republican, 15. School Inspector—(Two years) Robert Willoughby, Republican, 42. School Inspector—(One year) Richard Houghton, Republican, full vote, 120. Constables Hugh Clink, John Dohman, G. B., James Bryce, Andrew Curry, Republican, with an average majority of 28.

The proposition to raise \$500 for building a town hall was voted down, the vote standing, for, 17, against, 95.

*Lynn*, in the township of that name, is thirty miles northwest of Port Huron. It is a small country village.

#### PERSONAL HISTORY.

We complete the history of this township with the biographies of many of its most public-spirited and best citizens. In the pages devoted to them, much that is historically valuable is given.

**JAMES CAMPBELL**, farmer, Section 13, P. O. Lynn, was born in New Brunswick about 1827, where he lived until about twenty years of age, when he moved to the State of Maine, where he remained about two years. In 1851, he came to St. Clair County, Mich., stopping en route two weeks in Detroit; he lived in Port Huron, Mill Creek, and other sections of the county until 1881, when he moved and settled on Section 13, in the township of Lynn, where he now resides, and owns ninety-five acres, which he runs as a grain and stock farm. Is a Freemason, a member of the K. T. O. M. Was married to Miss Catharine Brisley, and has seven children—Eliza J., Hugh, John A., William A., Mary, George S. and Annie (deceased).

**MARTIN LAVELL**, farmer, Sections 21, 22 and 23, P. O. Lynn, was born in Canada in 1836, and raised a farmer. At the age of seventeen years, he came to St. Clair County, and remained there until the rebellion opened. In 1861, he joined the army, entering the Seventh Michigan Infantry, Company A, to serve three years. He participated in all the battles of the Army of the Potomac with great distinction. Was promoted for meritorious conduct while in the battle of Antietam, and was wounded at the battle of Gettysburg, July 3, 1863, causing the amputation of one of his legs. In 1864, he received an honorable discharge from the service and returned to Lynn. Here he settled on his present farm of 240 acres of land, 160 of which he has under good cultivation, devoted principally to stock-raising. Mr. Lavell was married to his most amiable wife, formerly Miss Helen Bryce, of Brockway, and has five children—Eber E., Emma H., James T., William M. and Charles C. His honest, industrious habits, fair dealing and business qualities have secured for himself and family a sufficient competency.

**JOHN SHEARSMITH**, farmer, Section 34, P. O. Capac, was born in England in 1831. He was raised in the agricultural business. In 1851, he came to the United States, stopping for eleven months in Connecticut, from which place he went to Michigan for one year, and from there to Ohio for a short time, returning to Michigan, where he worked by the month in the township of Lynn four years. At the end of this time, he bought 230 acres of wild lands in Section 34, most of which he has improved, and carries on as a general farmer. He owns two shares in the Lynn Cheese Factory. Was one of the organizers of School District No. 6, and is local Drain Commissioner for the State of Michigan; is also Town Drain Commissioner for Lynn at the present time. Was Township Treasurer several terms and School Moderator three years. Was married to Miss Martha Brown, of Scotland, in 1859. They have four children living—Margaret E., Walter M., Annie E. and Carrie M., and Carrie, deceased. Mr. Shearsmith commenced life without means, and has, by honest industry and fair dealing, placed himself amongst the foremost and wealthiest farmers of St. Clair County.

**JAMES M. STERLING**, farmer, Section 23, P. O. Lynn, was born in Scotland in 1847. At the age of four years, he was brought by his parents to Canada, where they remained till 1857, at the end of which time his parents came to St. Clair County and settled on a farm in the town of Brockway, where he remained with his parents four years. He then attended school in Port Huron two years. Returning to Lynn, he clerked in the hotel for his brother two years. From the hotel he returned to Port Huron, and worked on the St. Clair River for two years, at the end of which time he returned to Lynn and bought his brother's farm and hotel, which he ran for six years. At the end of this time, he sold the hotel property and a part of his farm, retaining for himself 120 acres, which he runs as a grain and stock farm. In the meantime, from 1877 to 1880, he followed the lumber business during the winter season and farmed during the summer. He owns eighty acres in Section 14, which he has himself improved; is one of the organizers of the Lynn Cheese Factory, in which he owns an interest, and was at one time its Secretary. Was Township Clerk six years, and is now Director of his school district, and has been for eight years. Was married to Miss Lydia Morgan, of Michigan, and they have three children—Grace F., Charles F. and James H. In 1873, Mr. Sterling lost his first wife, and in October, 1882, was married a second time, to Miss Mollie Johnson, of Michigan. Mr. Sterling was liberally educated in Port Huron, and taught school for four years. The meeting of such gentlemen as Mr. Sterling goes to make up one of the not too many pleasant incidents of the biographical writer's life, he being finely educated, well posted on all topics of public interest, and a genial, intelligent gentleman.



**LEWIS PRESLEY**, farmer, Section 15, P. O. Lynn, St. Clair County, born at Scotland, N. Y., 1849, from which place his parents came to Canada when he was four months old. He was twenty-two when he came to St. Clair County and bought the eighty-acre farm at Rossburg, where he operated for over thirty years. He then moved to the property at Kenoskee, where he bought an eighty-acre farm, where he remained till 1864, at which time he settled on his present farm of eighty acres, in Lynn, which he has improved and runs as a stock farm, having seventy acres under cultivation. In the meantime, he owned and ran the Lynn Hotel during the years 1881, '82 and '83. Was a member of the Fifth Avenue and Park Road churches. Married in 1871, to Miss Catharine Furguson, of Canada, in 1851, by whom he has ten children—Amy, Louis, Melvina, Ivy, Charles, Eddy, Ida, Lizzie, Lena, Frankie, Richard, John, and Minnie, deceased.

## WALES TOWNSHIP.

**W**ALES Township was organized in 1841, with Clark S. Cusick, Supervisor. It comprises one of the finest agricultural districts of the county, is well watered by Fox, River and Perry Creek, is girt by the Chicago & G. T. R. R. and the Detroit & G. T. R. R., and within easy distance of the county seat. Among the first permanent settlers were John Lamb, N. Barber, William Chortner, Joshua Tompkins, the Kings and others named in the list of original entries.

The United States lands in this township were first purchased in 1830. The buyers at that year were Almer Colum, Joseph Pittman, S. Mosser, J. L. Barlow, T. A. Sherman, Henry Marshall, Elias Eddy, Orus Flett, Benjamin F. Tower, Edwin Jerome, Seabro South, N. Deane, Wm. William Kellogg, William H. Haggerty, Ebenezer Williams, James S. Gilbert, George C. Gates, Avery W. Stowell, Bowen Whiting, Henry J. Avery, H. F. Stockbridge, Samuel B. Linscott, Luke Henningway, F. J. Dudley, A. Clark, Samuel Swift, Hiram Bellows, Julius King, Hugh Gray, Hugh Moffatt, Nathaniel T. Tadden, Hiram Sherman (1837), Asa King, Wells (1837), Joseph Chortner, Isaac Hall, Samuel Uford, Hamilton Morris, John Beaman, Thomas Davis.

The population in 1845 was 114; in 1854, 441; in 1864, 1,010, and in 1880, 1,820. The area is 23,520 acres, and the capitalized valuation, \$351,000. In 1880, there were 241 school children enrolled.

—Grange Lodge, No. 150, of the Patrons of Husbandry of South Wales, was established in 1870. The installation of officers of the Patrons of Husbandry took place January 15, 1870, at the Wales Schoolhouse. The Acting Master, Joshua Tompkins, was the installing officer. His opening address, in explaining the duties of the thirteen officers comprising the Grange, was brief and eminently to the point. This old gentleman, a noted man, died a passing soldier. He was the first man that ever entered the principal wilderness of Wales, more forty years ago, and has lived on the same spot, where he then pitched his tent, a good citizen, highly respected by his neighbors and all who knew him. There were no pioneers of the old settlers of early days present, but John Lamb, Sr., now nearly eighty years of age, as fresh and well as one of forty years, and, like his neighbor, Mr. Tompkins, highly respected. The following were the officers installed: Master, John A. Lamb; Overseer, Thomas Dunning; Lecturer, David Hinkens; Steward, Jerome Harp; Assistant Steward, Charles French; Chaplain, T. H. Deane; Secretary, Melvin Lamb; Treasurer, Abram Yarger; Gate Keeper, James Hill; Ceres, Mrs. James Hill; Penman, John Tompkins; Farm, August French; Stewards, Mrs. Nattie Deane. The concluding sentences of the installation were that, directly or indirectly, no partnership should be entered into by one brother with another, in political, religious and any kind of honor vow being administered.

### SETTLERS.

Clark S. Cusick, 1842; Joshua Tompkins, 1843; Joseph Dutton, 1844-45; Benson Burdick, 1846; Lewis Persel, 1847-48; Joseph H. Dutton, 1849; J. H. Dutton, 1850; John Lamb, 1851; Hiram King, 1852; Mr. Beach, 1853; W. D. Miller, 1854-55; Joshua Tompkins, 1858; J. P. Tompkins, 1859-60; W. W. Harris, 1861-64; J. Tompkins, 1865; D. F. Will-

oughby, 1866-67; Robert Bailie, 1868; W. W. Hartson, 1869-72; R. Bailie, 1873-78; William W. Hartson, 1879; Darwin Drake, 1880; George Clausen, 1881-82.

#### JUSTICES OF THE PEACE.

Joseph H. Dutton, 1841; Maurice O'Donnell, 1841; Joshua Tompkins, 1841; John Finkle, 1841; David Donaldson, 1842; Joseph Dutton, 1842; Ebenezer Cole, 1842; Denson Bartlett, 1843; Joshua Tompkins, 1844; James M. Merritt, 1844; Joseph Dutton, 1845; H. S. Woodin, 1845; William Perry, 1846; Holy S. Worden, 1847; Addison Bartlett, 1848; Joshua Tompkins, 1848; John Lamb, 1849; Joseph M. Beach, 1849; Hiram King, 1849; Joseph M. Beach, 1850; Benson Bartlett, 1851; Alfred Godell, 1853; John Lamb, 1854; Samuel Gibbs, 1855; Drury F. Willoughby, 1857-65; John Lamb, 1858; James H. Dutton, 1859-63; W. D. Miller, 1860; D. D. Fish, 1862; William Eaton, 1862; Darwin Drake, 1864; Jacob C. Franz, 1865; John Lamb, 1866; Moses Hart, 1867-72; John T. Smith, 1868; W. J. Cowles, 1869-73; John Allen, 1870; Byron F. Park, 1871; Darwin Drake, 1875-79; William Griffith, 1875; Moses Hart, 1876; Byron F. Park, 1877; W. H. Bailey, 1879; Moses Hart, 1880; William Smith, 1881; Nathan C. Green, 1882.

The whole Republican ticket was elected in Wales Township, 1882. Supervisor—Charles Clausen. Clerk—A. B. Fitch. Treasurer—William Smith. Highway Commissioner—Joseph Stevenson. Justice of the Peace—Nathan C. Green. Drain Commissioner—George Smith. School Inspectors—Robert Bailie, one year; Isaac Green, two years. Constables—Lewis Fitz Benjamin Signora, George White and Jay King.

Goodells, in Wales Township, is fifteen miles northwest of Port Huron. There is a Baptist Church, school, a saw and grist mill there.

#### BIOGRAPHICAL.

The following personal sketches of old settlers and other citizens form an essential part of the history of this district. They contain the *minutiae* of its history:

MRS. ANGELINA BARTLETT, proprietress of hotel and farm, Section 22, P. O. Wales, was born in Canada, within six miles of London, June 8, 1818, where she lived until fifteen years of age, when her parents removed to Plympton, Canada, where she remained with her parents four years; her educational advantages were limited to the common schools. On October 7, 1834, Miss Angelina was married to Mr. Benson Bartlett, of Madison County, State of New York. In 1837, she came with her husband, to Port Huron, where she lived for about five years, where her husband carried on a farm, at the end of which time they came to the town of Wales, and, for a time, settled on a farm until, finally, Mr. Bartlett bought forty acres of wild land in Section 22, which he improved. In 1853, they put up a temporary building for a hotel, which was run as such until 1856, when they built the present hotel building, where she still resides, and carried on the hotel and farm, and has done so since the death of her husband, some nine years since. The Wales Post Office is located in the hotel, and has been for twenty years, excepting two or three years, Mr. Bartlett being the Postmaster until his death, since which time Mrs. Bartlett has been the Postmistress, her adopted daughter, Mrs. Grover, acting as Deputy. Mrs. Bartlett had one child, Oscar, who enlisted in the Twenty-second Michigan, was in several battles, and taken prisoner at the battle of Chickamauga, and confined in Libby Prison two months, then to Bell Island, and finally to Danville, Va., where he died of small pox January 23, 1861, in his thirtieth year, the disease of which he died having been contracted in prison. Mrs. Bartlett adopted a young girl, whom she reared, and who is married and still lives with her. She also adopted a niece, at the tender age of four years, whom she reared until nineteen years of age, when she married and left her. Mrs. Bartlett nursed her father-in-law in his last illness, he being nearly eighty-four years of age at his death; she also took care of her husband during his last illness, which was of long duration, he being sixty-two years of age at the time of his decease. Mr. and Mrs. Bartlett, like so many others, commenced life without means, with nothing but their great affection for each other, strong hearts and willing hands, and secured a competence for their declining years. The late Mr. Bartlett was noted for his courteous bearing, his genial kindly disposition, and a keen sense of the ludicrous. Mrs. Bartlett has had a busy, active life, seeing and enduring all the privations incident to pioneer life, and it is now gratifying to know that she is in comfortable circumstances in the evening of her useful life. Mrs. Bartlett is a healing medium of great power, and has been for some thirty years, during which time she has performed many remarkable cures. She has a noble, dignified and commanding appearance; has a genial, kindly and benevolent disposition, is possessed of a great desire for the happiness of all mankind and is greatly beloved and respected by all who know her.

DARWIN DRAKE, teacher and farmer, Section 3, P. O. Goodells, was born in the town of Gouverneur, St. Lawrence Co., N. Y., July 11, 1835, and graduated from the normal department of the Gouverneur Wesleyan Seminary, where he fitted himself for the noble profession of teaching. Mr. Drake has taught school thirty years, ten years in the State of New York, four years in Iowa, and the balance, to the present time, in the State of Michigan. In 1870, he bought forty acres of partly improved land in Section 3, in the town





St. Clair County for the term of two years. At the end of his official term he, in company with Mr. Frazer bought out the abstract business of Mr. Frank Whipple, in which business the firm continued for three years. In connection with the abstract business the firm also engaged in real estate transaction on its own account, and acted as agents for the Agricultural Insurance Company of Watertown, N. Y., also, the Watertown Insurance Company. At the end of this time he sold out his interest in the firm and returned to his farm, bringing with him his agencies of the insurance companies, which he still retains and is doing a large and lucrative business, requiring the services of several clerks. In the latter part of 1882, he added to his business by accepting the agency of the Continental Fire Insurance Company. He also, at one time, represented the Northwestern Mutual Life Insurance Company of Milwaukee. He was Town Clerk for a number of years, and is a member of the Masonic order, having passed through the Chapter. He is also a member of the Ancient Order of United Workmen and of the K. O. T. M. Besides his farm property, which amounts to 365 acres of valuable land, all rented for cash rent, he also owns property in the city of Port Huron, St. Clair County. In connection with his large and increasing insurance business, he also does more or less as a speculator. Mr. Lamb was married to Miss Helen A. Carpenter, of Port Huron, on the 16th day of July, 1865. They have six children—Clara E., George, Statira, John, Blanch and Sarah; Pearl W., deceased. In 1868, Mr. Lamb, against his wishes, was nominated by the Democrats to represent the Third Representative District of St. Clair County, but was defeated by a small majority. Again in 1870, without solicitation on his part, he received the nomination for Register of Deeds for St. Clair County, and was elected. In the nominating conventions of 1872 and 1874, he was nominated for the same office by the same party, and was defeated by a small majority, and again in 1876 he was nominated by the Greenback party. He was in each convention nominated for the same office by the Democrats, but was defeated by small majorities. At the time of the first election the majority against his party was from 1,600 to 2,000, thus showing, in an emphatic manner, his popularity. All of Mr. Lamb's children, except the two youngest, are preparing for the normal course. The late John Lamb, father of John A., was a native of Petersburg, N. Y. Coming West in 1847, he settled on wild land in St. Clair County and cleared up about 100 acres. He was an ardent advocate of all measures calculated to benefit the public. He was Supervisor, and Justice of the Peace for several years. He was the first Postmaster of the town, and much respected by all who knew him. He lived to the advanced age of eighty-three years and six months. Mr. John A. Lamb belongs to that class of men who by their great energy and force of character complete their education while they are building up their fortune. Compelled by force of circumstances to commence at the bottom round, he has, by continued persistent effort, aided by his great executive ability, accumulated large property, built up a flourishing and still growing business as an underwriter, and from what can be seen has the most flattering prospects before him for the future.

MELVIN LAMB, farmer, Section 20, P. O. Wales, was born in Rensselaer County, N. Y., December 31, 1833, where he lived with his parents until about fourteen years of age, during the greater part of which time he attended the common school. On the 3d day of November, 1847, his father started with his family for the West, coming by way of Erie Canal to Buffalo, and then by the steamboat Cleveland to Detroit, Mich., from which place they immediately proceeded to Pontiac, Mich., where they remained until the following spring, when they came to Memphis, situated on the line of Macomb and St. Clair Counties. The road from Pontiac lay through a wilderness, and of the worst possible kind. Many of the roads were what is known as corduroy roads, which means that logs were cut of sufficient length, but without much reference as to uniformity of size, and laid lengthwise across the opening for the road. Let some of the young people of the rising generation ride two or three miles on such a road now and they will be able to form some sort of an idea of the style of roads the early settlers had to build and enjoy. At Memphis the family remained for one year on a rented farm. In 1849, the family came to Wales in a sleigh, arriving on the 3d day of May. In these days wagons were scarce, there being only one in the town of Wales; of course it was slow and tedious traveling by sleigh on bare ground, but then as a rule, the pioneers and early settlers everywhere, of necessity, had to forego many necessities and suffer many privations. In Wales the family settled on Section 20, where Mr. M. Lamb still resides with his family; his father bought 120 acres of wild land, not but an acre cleared. In 1862 he bought another 80-acre lot adjoining, making 200 acres, 132 of which is now improved. In 1877, in connection with his brother, John A., they bought out his father's farm, but did not assume control of the property until after the time of his father's death, which occurred in 1882, at the ripe age of eighty-three years and seven months. In 1882, he bought of Mr. E. B. Cotter, forty acres in Section 20, most of which was improved and does a general farming business; has been School Assessor for the township for six or seven years, and School Inspector three years, and is a member of the Ancient Order of Freemasons, and was a Good Templar, and has aided in organizing schools in the township. In 1859, Mr. Lamb moved a family by wagon to Mifflinburg, Penn., sixty miles west from Harrisburg, where he engaged in hauling iron ore to the mills in Mifflinburg, through one winter. In the following spring he engaged in the butcher business for four months, and in August took a contract to carry the United States mail from Mifflinburg to Lewistown, a distance of forty-five miles for four years. At the end of twelve months he sold out his mail contract August 24, 1861, and rode seventy-one miles and enlisted the same day in the Logan Guards of Lewistown, which, subsequently, was absorbed by the Forty-sixth Pennsylvania, in Company A. On the 26th of August they started for Harrisburg, where they went into Camp Curtin September 16, the regiment left Harrisburg for Washington, marching through Baltimore at 10 o'clock A. M., arriving at Washington at 9 P. M. While stopping at Harrisburg, he went to hear President Lincoln address a vast concourse of people, on the momentous question of the hour: was at the battles of Ball's Bluffs, Winchester and Cedar Mountain. At the battle of Winchester they were defeated by Stonewall Jackson's forces, and compelled to fall back as far as the Potomac; was also at the battles of Second Bull Run, South Mountain and Antietam. Mr. Lamb, who was in several battles, was never wounded but had his clothes hit several times. On the 9th of August he received a sunstroke which disabled him for further service. March 20,

1863 he received his discharge from Company Convalescent, Virginia. On the 28th day of September, 1867, Mr. Lamb was married to Mrs. Harriet P. Lamb, and has four children—Cynthia and Susan, twins, Augustina and Kittie. Besides his fine farm Mr. Lamb also owns business property at Lamb's Corners. His position as Mr. M. Lamb constitutes our country's pride. Immediately prompt in responding to the requirements of his Government, and the demands of humanity, enterprising, careful, being guided successfully by his executive ability. A kind husband and indulgent father, and in all respects a most exemplary citizen. The late Mr. John Lamb, father of M. Lamb, was a gentleman of great energy, force of character, enterprise and public spirit. The late Mrs. Cynthia Lamb, mother of Mr. M. Lamb, was a woman of rare qualities of head and heart, possessed of great firmness, seemingly austere, yet tempered by a genuine kindness for her own, and a love for the welfare of all mankind. Such people are fairly represented, and honored by their sons, Mr. Melvin and John A. Lamb.

DANIEL LYONS, teacher, is a native of the state of Ohio, and was born December 20, 1853. He received his education in that State, and is a graduate of Mount St. Mary's College at Cincinnati. He came to this State in the spring of 1880, and located in St. Clair County, in the town of Wales, and since then has been engaged in mercantile business, teaching and farming. He was married, April 19, 1880, to Mrs. Margaret Burns, a native of this State. Has four children—Phillip, Dennis, Ella and an infant.

DANIEL REISH, blacksmith and farmer, Section 22, P. O. Wales, was a native of Union County, Penn., having been born on the 15th of November, 1822, where he was raised and lived till he was twenty-one years of age. He received a common school education, and learned the blacksmith's trade. In 1843, he moved to New York State, where he lived three years, at the end of which time he came to the town of Wales, in St. Clair County, where he purchased forty acres of wild land, in Section 22, which he has improved and works, in connection with his blacksmithing business, which he has followed for forty years. Has been Constable for several years, and aided in organizing the Methodist Episcopal Church, of which he is one of the Trustees and has been for a number of years. Was married a second time, to Miss Augusta Engle, of Germany, in 1846, and has four children by her, and three children by his first wife, Sarah, Harriet and Elizabeth, and by second wife, Augusta, David, Mary and Hattie. Mrs. Reish is a member of the Methodist Episcopal Church, and an active worker and teacher in the Sabbath School. Mr. Reish's children are all well educated. Augusta and Mary are teachers, having graduated from the Normal School; Augusta and David are married. Mr. Reish is a self-made man, having started in life without means and only a limited education; has for many years filled the honorable position of a Christian gentleman, a kind and indulgent husband and father, a useful citizen and an ornament to society.

JAMES WEBB, farmer, Section 3, P. O. Goodell, was born in Caledonia, State of New York, in August, 1839. In 1838, his parents moved to Canada, where he lived till nineteen years of age. Up to 1870 he followed farming, at which time he came to the town of Wales, St. Clair County, in April of that year. Here he bought 140 acres of wild land in Section 5, 100 acres of which he has improved. In 1877, he bought 100 hundred acres of partly improved land in Section 3, where he has resided up to the present time. He has rented his three farms to his sons, and is now about to move to Port Huron, where he intends to engage in the milk and garden truck business, on a place just outside the corporate limits, his post office being Port Huron. Mr. Webb was married to Miss Ann Craig, of Canada, on the 28th of March, 1831, by whom he has had thirteen children—William, Robert, George, John, James H., Samuel, Duncan, Margaret, Francis, Charles A. and Joseph H. Westly and Thomas deceased in childhood. Mr. Webb has been Road Commissioner in his town, and he and his wife are members of the Baptist Church, and consistent workers and observers of its requirements. As may be seen, Mr. Webb has done well for his country, and deserves well to enjoy the competence which his years of toil have secured for him.

## KENOCKEE TOWNSHIP

Kenockee Township was organized in 1855, with Abel Stuckwell, Supervisor. The area of the town is 24,828 acres, watered by Mill Creek and other streams. The population of Kenockee in 1864 was 783, and in 1880, 1,501. The number of school children is estimated at 647, and the equalized valuation at \$361,170. Among the first settlers were Abel Stuckwell, Waldron Ward and Allen Bills. Kenockee Village is the only small center of population in the township.

The land buyers of 1836 in this township, were Martin S. Gillett, J. W. Edwards, A. Beard, A. Coburn, N. Dickenson, C. and J. Seymour, James Abbott, W. T. Westbrook, James Willhoos, H. W. Delevan, R. M. D. Mill, John H. Westbrook, O. W. Turner, L. Kingsley, L. D. Cowles, F. G. May, Thomas Murphy, George Whiting, and S. W. Hollister, and Cummings Sanborn, Harmon Chamberlain, and other well known residents of the county purchased lands in this township subsequently.



## SUPERVISORS.

Abel Stockwell, 1855-56; Patrick Daheuy, 1857-64; S. Coady, 1865; Daniel Smith, 1866-69; George Strevel, 1870; Sylvester Coady, 1871-78; Martin Stapleton, 1879-80; Sylvester Coady, 1881; Martin Stapleton, 1882.

## JUSTICES OF THE PEACE.

Waldron Ward, 1855; George Strevel, 1857; Porter Plasted, 1857; Lawrence O'Loughlin, 1858; Daniel Smith, 1859; Henry Burnham, 1860; Samuel Thomas, 1861-65; A. F. M. Sharp, 1862; Duke McKenzie, 1862; Daniel Smith, 1863-67; Luther H. Ward, 1864; George Strevel, 1865; Henry Burnham, 1866; Salathiel Butler, 1868-73; A. W. Telfer, 1869; Duke McKenzie, 1870-73; A. F. M. Sharp, 1870-78; Daniel Smith, 1871-75; Duke McKenzie, 1876; Henry Burnham, 1877; David Bryce, 1878; Thomas Ward, 1879; Frederick Brinkman, 1880; J. A. Anderson, 1881; Samuel E. Martin, 1881; Arthur M. Sharpe, 1882.

The following were elected officers of the township of Kenockee, April, 1882: Supervisor—Martin Stapleton. Clerk—Amos A. Haskill. Treasurer—John A. Anderson. Justice—Arthur M. Sharpe. Highway Commissioner—Jackson Ward. School Inspectors—Samuel Bingham, one year; William Cogley, two years. Drain Commissioner—Ephriam Green. Constables—James McKinsie, Edward Gates, Fred Gooden, Edward Grams.

Kenockee is a small village in the township of that name, eight miles north of Emmett, on the G. T. & C. R. R.

## BIOGRAPHY.

In the following pages are given sketches of many of those men who made the township their home, and raised it from its primitive condition to the rank of one of the first divisions of this county:

**DELEMERE BROWN**, farmer and lumberman, P. O. Brockway, is a native of Jefferson County, N. Y., and was born May 15, 1825. His parents removed to Canada during his early childhood, and he grew up near Brighton, near Sackett's Harbor. In 1856, he came to this county and engaged in lumbering on Black River, carried on the business there ten years, and since then has carried on the business in Lapeer County, at North Branch, manufacturing shingles near Lapeer City, and also has shingle mill above Bay City. Has been successfully engaged in lumber business over quarter of a century. He is also engaged in farming and owns 400 acres of land in this town. When he began life he had nothing and his success is owing to his energy and business management. Mr. Brown was married February 17, 1863, to Miss Henrietta Westbrook, a native of this county. Her parents, now living at Abbotsford, are among the oldest settlers of St. Clair County. Mr. and Mrs. Brown have one son—Guy Jefferson, born January 4, 1872. Mr. Brown is a son of Stephen and Mary Brown, his father died in 1880, at the age of eighty-three; his mother lives near him. In 1867, he built a nice home for them near his own, and since then has taken care of them.

**HENRY BURNHAM**, farmer, Section 9, P. O. Brockway, is a native of Connecticut, and was born August 31, 1815. His parents removed to New York during his early childhood, and he lived there until twenty years of age, then removed with his mother and sisters to Canada, and lived there sixteen years. In 1850, he came to this county, and the following year settled in this town on the section where he now lives, and was one of the earliest settlers here. Built a log house and began clearing his land and making his farm, and since then for the past thirty-two years has lived here. Upon the breaking-out of the rebellion, he enlisted in Company K, Second Michigan Cavalry. In September, 1864, he re-enlisted in Company K, Third Michigan Infantry; was First Sergeant and promoted to Second Lieutenant, and held his commission until the end of the war, and was also enrolling officer. He has held the office of Justice of the Peace several terms, held the office of Town Treasurer six years, and was Town Clerk six years, and held the office of Postmaster many years. In 1841, he married Miss Julia Freeman, a native of Canada. They have three children—Julia, now Mrs. Vanoring; Mary E., now Mrs. Smith; Hannah, now Mrs. McKinzie.

**EZRA FREEMAN**, farmer, Section 8, P. O. Brockway, is a native of Canada, and was born in Elgin County July 9, 1822. After reaching manhood he came to this county in 1847. He went back to Canada and returned there two years later, and went to work in the lumber woods; the following year he bought the land where he now lives, and in 1852, they settled upon it; it was all woods, and he began clearing it and making his farm, and worked at lumbering in the winter. During the war he enlisted and served in Company K, Third Michigan Infantry, until January, 1866, when he was discharged on account of sickness and disability. Since then has been engaged in farming and lumbering, owns his farm of eighty acres. In 1851, he married Miss Susan Edgecomb. She is a native of this county, and was born at Algonac; her parents, Asa Edgecomb and Susan Newhall, were among the earliest settlers on St. Clair River. Mr. and Mrs. Freeman have four children—Charles, Hannah, now Mrs. Andrew Smith; Vinella and Maud.

**DAVID MIRACLE**, farmer, Section 15, P. O. Kenockee, is a native of Canada, and was born January 22, 1834. After reaching manhood he came to this county, and began working in the lumber woods at \$10 a month; two years later he bought the land where he now lives; it was all woods; he built a shanty and began clearing his land, there were no roads, and he could scarcely get here with a yoke of oxen. He worked in the



cutted woods for many years, then engaged in lumbering for himself, and for the next eight years has been associated with Deed Brown in the business. He owns 300 acres of land, has a comfortable home, and has considerable improvements. When he left Canada he only had \$100, and his success is due to his industry and energy. In 1856 he married Miss Rachel Benson, native of Canada. They have four children—Morris, Roy, Jane and Charlotte.

## GREENWOOD TOWNSHIP

**GREENWOOD** Township was organized in 1855, with L. Small, Supervisor. Greenwood Center and East Greenwood are post office villages, and small centers of population. In 1864 the population was 625, now 1,568. The area is 22,113 acres, watered by Plum and Silver Creeks. The equalized value is \$312,755, and number of children of school age, 580. Among the pioneers were William Shannon, James McKinney, James McElroy and John McCallen.

The lands of this township, with the exception of a few sections, were purchased from the General Government since 1817. Among the principal buyers of 1814-54 were James W. Santorn, C. Carleton, Lorenzo M. Mason, Alonzy Rust, Henry Fish, James Hynes, Lewis Brackway, Allen Fish, C. F. Davis, George Fitzgerald, Alvah Sweetser, W. Truesdell, Edward Ross, Timothy J. Wheaton, H. C. Benson, Elisha Jenkins, Cummings Santorn, Joseph P. Carpenter, H. W. Delavan, Buckminster White, John Beard, James Beard, George Fourn, W. Parker, Patrick Eagan, C. Brown, Sarah B. Adams, James Hynes, Matthew Furling, Levi Gardner.

### SUPERVISORS

Lincoln Small, 1855-58; Samuel Jamieson, 1859-60; Patrick Fox, 1861-70; Jotham A. Vincent, 1880; Patrick Fox, 1881-82.

### JUSTICES OF THE PEACE

Roswell Ottman, 1857-64; Lincoln Small, 1858-61; Ebenezer Blake, 1858; William Grewat, 1859; William Black, 1862; William Watson, 1862; Patrick Fox, 1865-71; Hiram Cams, 1866; Henry Wells, 1868; Harvey G. Wilcox, 1868; Charles P. Farr, 1870; John H. Bricker, 1870; Joseph Bricker, 1871; Thomas Black, 1873; Hiram Peabody, 1874; Patrick Fox, 1875-79; J. M. Haviland, 1875-78; Joseph Bricker, 1876; William P. Brown, 1877; Nicholas Vogilie, 1879; William Hill, 1880; Joseph Bricker, 1881; John H. Bricker, 1882.

The election of April, 1882, resulted as follows, the candidates being on a "people's ticket": Patrick Fox, Supervisor, 95 majority; J. F. Benson, Clerk, Thomas Guillet, Highway Commissioner, 67 majority; N. E. Brochmer, School Inspector, 64 majority.

Greenwood Center in Greenwood Township, is comparatively a new settlement, six miles northwest of Port Huron. The religious societies are represented by Methodist and German Lutheran congregations. A school and post office are found in the village.

East Greenwood, in Greenwood Township, is located on Silver Creek, within three miles of Black River, near the boundary of Sanilac County. It is twenty miles northwest of Port Huron.

### GEOGRAPHICAL

The history of this township is contained in the following personal sketches of the most prominent citizens:

**N. E. BOEHMER** was a teacher, settled in Greenwood, St. Clair County, in 1854, and lived there until December, 1882. His parents, E. E. and Catherine Boehmer, were first married in 1834. He grew up and attended school there, and completed his education at the Normal School at Toronto; afterward engaged in teaching there for several years. He came to this county in 1872 and bought eighty acres of land and engaged in farming and teaching, and has taught every winter since coming here; has held the office of Supervisor, School Superintendent and School Inspector. In 1878, he married Miss Mary Raw, of this county. Her parents, Rev. J. L. Raw and Maria Raw, of Massachusetts, came to this county, and he erected the first German Church in the town of Greenwood. Mr. and Mrs. Boehmer have two sons—Charles and Albert.

HENRY BURGER, of the firm of Hill & Burger, general merchants, Fargo, is a native of Macomb County, and was born at Mount Clemens, March 2, 1862. His parents, Henry and Mary Burger, came to Fort Gratiot during his early boyhood. He attended school there, and entered the store of P. M. Edison, and remained with him seven years. In March, 1883, he engaged in business here with his present partner. They carry a large stock of goods and are building up a good trade.

CHARLES EGGERT, farmer, Section 28, P. O. Hartsuff, is a native of Germany, and was born June 13, 1848. His parents, John Eggerts and Mary Peters, emigrated to this country in 1854, and came to Detroit. In 1856, they came to this county and settled where his mother now lives. They were among the earliest settlers here. He grew up on his father's farm, and went in the lumber woods in winters; since manhood, has been engaged in farming; owns a good farm of eighty acres. In 1874, he married Mrs. Mary Ann Roberts, a native of Canada. They have had three children—only one daughter, Corintha—survives.

CHARLES FARR, P. O. Fargo, is a native of Jefferson County, N. Y., and was born June 14, 1826. His father died when Charles was only seven years old. He lived there until the age of seventeen, then came to Port Huron in 1844. Two years later he went to Clyde Mills, and while there learned the blacksmith's trade. Remained there four years, and then went back to his native State to take care of his mother. After remaining there three years, he returned to this county and settled at Lakeport and worked at his trade four years. In 1856, he came to this town, bought 160 acres of land and settled where he now lives; it was all covered with timber, and there were no roads in this part of the town. He engaged in lumbering and cleared his land and made his farm. In 1857, he and Henry Hull established the school district; the two families had nine children, just the number required by law. They built a schoolhouse between their land, hired a teacher, and maintained a school two years. He held the office of Justice of the Peace and has held school offices many years. In April, 1881, was appointed Postmaster, and holds that office. He aided the building of the P. H. & N. W. R. R., giving his time and money to secure its completion. He built the depot at this place at his own expense. The village of Fargo, which was named after him, was laid out one year ago, and since then he has been engaged in building to advance the interests of the place. During the war, Mr. Farr enlisted and served in Company K, Third Regiment Michigan Infantry. In 1849, Mr. Farr married Miss Mary Conlan, a native of Jefferson County, N. Y. She died in 1875. They had five sons and five daughters—Charles E., James R., Frank, Sherman, Fred, Mary, Ellen, Sarah, Emma and Ada. In 1878, he married Ellen N. Moore, of Brockway.

ANDREW LOHR, farmer, Section 34, P. O. Brockway, is a native of Germany, and was born January 28, 1832. After reaching manhood, he emigrated to the United States in 1856, lived two years in Canada and came to this county in 1858. He lived in Port Huron three years, and then engaged in farming in the town of Kenoskee, afterward bought a place in the town of Greenwood, and since then has lived there. He moved on the farm where he now lives in 1878, and owns 120 acres well improved land, with excellent buildings. He had nothing when he came to this country, and his success is owing to his industry and good management. In 1856, he married Miss Paulina Bierstauffer, a native of Germany. They have six sons and five daughters—Gottlieb, Fred, Albert, Willie, Andrew, Eddie, Augusta, Louise, Rosetta, Paulina and Martha.

CHARLES W. POHLEY, farmer, Section 27, P. O. Hartsuff, is a native of Germany, and was born in Bavaria October 25, 1825. He emigrated to this country in 1847. He lived in Montreal three years; then came to Detroit in 1850, and lived there ten years. He worked at the trade of cabinet-maker and joiner. In 1860, he came to Port Huron, and lived there and in Marine City five years. In 1865, he came on the place where he now lives, built a small house and began clearing the land and made his farm. He owns a good farm of eighty acres with good buildings, all the result of his own industry. In 1850, married Miss Elizabeth Schmidt. She was born in Hesse Darmstadt, Germany. They have five children—Fred W., Annie M., Charles T., Philip H. and Christian.

PAUL WILLEY, farmer and lumberman, Section 12, P. O. East Greenwood, is a native of Canada, and was born September 10, 1846. His parents came to this county during his boyhood and settled in this town. He grew up here, and since reaching manhood has been engaged in farming and lumbering. He owns 140 acres of land here, and owns eighty acres up at Fremont, and also owns other property. He is still interested in lumbering. In 1878 Mr. Willey married Miss Julia Betts, a native of Canada. They have one daughter, Blanche.



## ADDENDA.

Through oversight, or because received too late, the following biographies were not inserted in their proper connection.

**CAPT. L. R. ROYNTON** is a native of St. Clair County, Ill., was born at Port Huron, December 1, 1840. He began sailing when only thirteen years old, on the steam Broomfield, at first as a cabin boy, and afterward as a deck hand, propeller "Pioneer," and then as mate of steamer "Huron." He has since sailed for Capt. David Stoughton, where he was twenty-one years old. He has sailed for the Capt. Stephen "Tom Whitney," tugs "May Flower" and "Mills;" propellers "Iron City," "Galena," "Winona" and "St. Paul." In 1881 he became part owner and filled master of the steam tug "Ed St. Clair." Captain Roynton has been in the marine service, thirty-seven years. He was married September 15, 1853, to Miss Sarah E. Kendall, a native of Algonac. They have eight sons—Lewis, Arthur, Granville, Wilber, Albert, Raymond, Oliver, Walter, and three daughters—Fannie, now Mrs. Christolm, Oscoda; Addie, now Mrs. Dudgeon; Sarah.

**CHESTER CARLETON, P. O. St. Clair**, is a native of New Hampshire, and was born in Bath, Grafton Co., February 22, 1811. He grew up there until nineteen years of age, and then went to Woodstock, Conn. After having there about one year, he determined to go to the Territory of Michigan. With a partner, Mr. Almy, and from Bath, St. Clair County, Penn., they sailed to Bath, N. Y., and then to Port Huron, St. Clair County, Mich., where they arrived on the "Little Argo" to this county, and arrived here September 26, 1831. He soon began lumbering in the woods, and the following year he started a mill on the St. Clair River. For many years he engaged in these stages. He was always full of enterprise, and in many ways did not prove a success, and he engaged in farming and lumbering for some years, and afterward went in the woods and located and entered pine lands, and bought and sold timber land, and was engaged in this business for many years, and has been interested in Pine lands until within the past few years. When he came to this county, he only had eighty dollars. Has lived here over fifty years and is one of the oldest settlers on the river; has held town offices. He was married March 17, 1846, to Miss Julia A. Webb, of Lunenburg, Vt. They have six children—Julia H., H. Clinton, Lillie A., Laura W., Clara P., Bertha M. They have lost one daughter—Teranna, who died June 1, 1882. Mr. Carleton has one son Wellington, by former wife. He is a physician at Rochelle, Ill.

**CAPT. H. W. DAVIS**, is a native of Lake County, Ohio, and was born August 21, 1841. He began sailing on the schooner T. G. Holt when only twelve years old; a few years later was second mate of the Matt Root, and afterward mate. In 1866, sailed master of the Daniel Owens, also sailed master of the "Calodonia" and the "Smith;" for the past six years has sailed master of the Thomas S. Skinner. In 1866, Capt. Davis married Miss Mary Pine, of Lake County, Ohio. They have three children—Aimee, Hattie Belle, Calvin Henry.

**CAPT. PHIL FLEERY** is a native of New York State, and was born at Oswego, N. Y., and came to this county during his early childhood. He began sailing on the schooner Emma when fifteen years old; was on her four years. In 1863, sailed captain of the schooner Emma; also sailed the Preble and the Hannah. Sailed as master of barque T. B. Rice, and the propeller Northerner; then bought the schooner Louisa and sailed her three years; then bought the Clara and sailed her. In 1864, he married Miss Delphina Blair, of Quebec, Canada. They have five children—Lorena, Nellie, Hattie, William, Charles H.

**E. S. PETTIT**, Deputy Collector of Customs, is a son of Simon and Sophia Gerard Petit, and was born in Port Huron November 4, 1847. He attended school here during his boyhood. During the rebellion he enlisted in the new Third Michigan Volunteer Infantry, and served until the close of the war. After his return was connected with grocery trade and hardware and agricultural implement business. Was afterward appointed Deputy Sheriff and Deputy United States Marshal. In April, 1878, was appointed Deputy Collector of Customs, and since then has held that position. He is actively identified with the State troops and holds commission of Lieutenant Colonel of the Third Regiment. In 1871, he married Miss Louise M. Noble, of this city, daughter of L. L. Noble. They have four children—Maud, Millie, Mary, Noble.

**THOMAS SHULTERS**, contractor, is a native of Chemung County, N. Y., and was born June 2, 1843. Grew up in that State. After reaching manhood, he came to Michigan; settled at Ann Arbor; lived there ten years. In 1880, he came to Port Huron; has for some years been engaged in contracting and building telegraph lines, and fencing railroad track. The past year built over 200 miles of fence and 100 miles telegraph line, and has contracts to build over 500 miles the present year. He was married November 15, 1867, to Miss Elizabeth Howard, a native of Chemung County, N. Y. They have four children—Seymour, Cora, Maud, Annie.

**CHRIS H. WALTER**, wood dealer, located corner Erie and Butler streets, is a native of Saxony and was born February 11, 1848. His parents emigrated to America and came to Port Huron during his early childhood; he grew up here; sailed on the lakes several years. In 1871, engaged in the wood and grocery trade, and since then for the past eleven years has carried on the business here and owns the property on the corner of Butler and Erie streets. In 1872, he married Miss Eliza Fish, daughter of George Fish, one of the early settlers of this county. She died November 16, 1879, leaving three children—Mary, Nellie, Thomas, Christie.



**H. N. WRIGHT**, contractor and builder, is a native of Orange County, N. Y., and was born August 9, 1812. When sixteen years of age, he went to Dutchess County, where he learned the trade of carpenter and joiner. Worked at his trade there and was afterward engaged in building in that State many years. He came to Port Huron in March, 1856 and engaged in building. He built Merchants' Exchange Block, Stewart's Block, Dowling Block, Howard's Block and Miller's Block and many others. He has been engaged in contracting and building over a quarter of a century. In 1861, he engaged in manufacturing sash, doors and blinds, and carried on the business for twenty years. He has been twice elected member of the City Council. In 1846, he married Miss Millie Corbin, a native of Dutchess County, N. Y. They have two children—Theodore R., now in the First National Bank; Millie, now Mrs. Smith, of Windsor. They have lost one daughter, Mattie.

**MRS. CHARLOTTE MONTROSS**, P. O. Fort Gratiot, is a native of this county. Her father Jacob Miller was a native of Pennsylvania and came to Michigan soon after the war of 1812. In 1833, he married Miss Henriette Cox, a native of New York State. She came here with her brothers and sisters in 1830. After they were married, her husband engaged in lumbering and farming. He was one of the earliest settlers and was prominently identified with business interests until his death which occurred August 10, 1860. He left four children; only two survive; one son, Benjamin, and one daughter, Charlotte. She was married in 1853, to James Montross; he was a native of St. Thomas, Canada, and came to this county in 1851, and was engaged in business in Port Huron many years; then bought this farm and engaged in farming. He held the office of Supervisor. His death occurred June 21, 1874, leaving three children—Ben A., Jessie and Ella. Mrs. Montross owns a good farm of 123 acres. Her mother, Mrs. Miller is living with her.

**T. BARRON**, farmer and dairyman, is a native of Grafton County, N. H., and was born December 31, 1818. Upon reaching early manhood, he determined to come West to Michigan, and reached this county November 13, 1838. Entered his brother's store at St. Clair. The day after he reached his majority, was appointed Under Sheriff of the county under Dr. Heath; remained in his brother's store two years; run on the old store—Red Jacket one season. After a few years started in the grocery trade, and engaged in that business some years. About the year 1852, he bought the place where he now lives, and since then has been engaged in farming and dairymonging. He owns 160 acres of land; his farm is finely located on the St. Clair River about a mile from town of that name. Mr. Barron held the office of Sheriff and Constable many years, and was Deputy United States Marshal two years under Warner Wing, was also Town Clerk, Justice of the Peace and Director of Union School. In 1848, he married Miss Sophia P. Carleton, a native of Grafton, N. H. Her parents, Israel Carleton and Nancy Deming, were early settlers of this county. Mr. and Mrs. Carleton have two sons—Timothy D., George C. They lost one daughter—Lila E.

**R. S. HOLLAND**, Deputy Collector Customs, is a native of St. Clair County, and was born in the town of Fort Gratiot, February 18, 1841, his parents being early settlers there; he began sailing when only eleven years of age, on the schooner B. G. Allen; he sailed until the war broke out, then enlisted in the three-months service. Afterwards recruited in Company C, Twentieth Second Regiment Michigan Infantry, was wounded at Lexington, Ky. After the war, he returned and sailed master of schooner Emma Leighton, and the J. K. Leighton, the Alpha and the Magpie. In 1872, he was appointed Deputy Collector, and since then for the present term he has held that position. In 1878, Capt. Holland married Miss Mary Markle, she is a native of B. C. Co.



















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